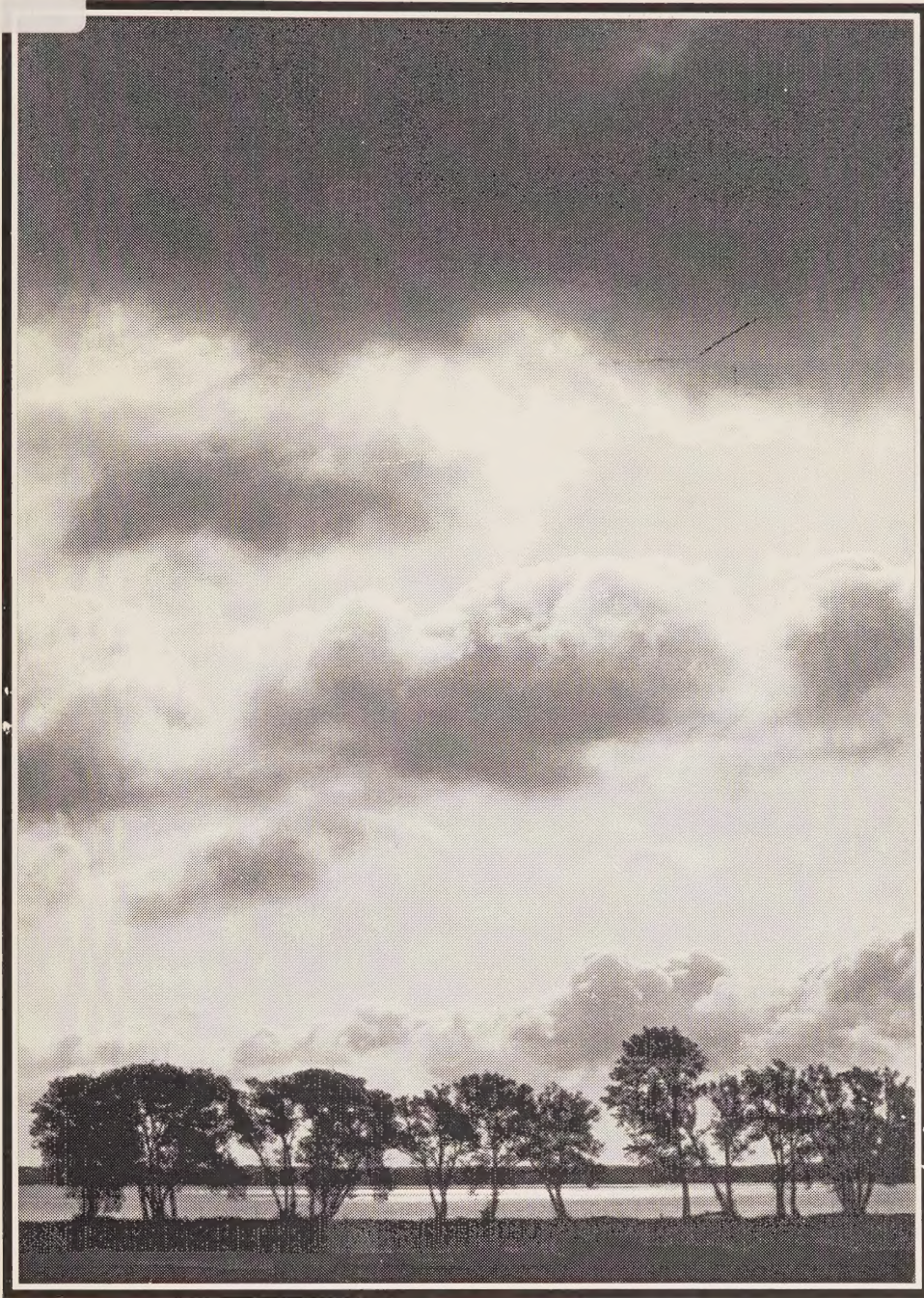



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LAKE ONTARIO WATERFRONT

E X P E R I E N C E S





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Waterfront Regeneration
Trust



Fiducie de régénération du
secteur riverain

Commissioner
The Honourable David Crombie, P.C.

Commissaire
L'honorable David Crombie, p.c.

Deputy Commissioner
David A. Carter

Sous-commissaire
David A. Carter

September 1995

Dear Colleague:

I am pleased to provide a copy of *Lake Ontario Waterfront Experiences*.

This study was prepared to contribute to our understanding of waterfront landscapes, their sensitivity to change, and the opportunities that they offer for recreation and tourism. It also identifies strategies for protecting and enhancing the experiential qualities of the waterfront.

This document represents the opinion of the authors and not necessarily that of the Trust or the project Steering Committee.

I hope that agencies and interested individuals along the waterfront will find this report helpful and timely. Any comments or questions can be directed to Suzanne Barrett, Director of Environmental Studies at the Waterfront Regeneration Trust.

Thanks, as always, for your continued interest and involvement in this work.

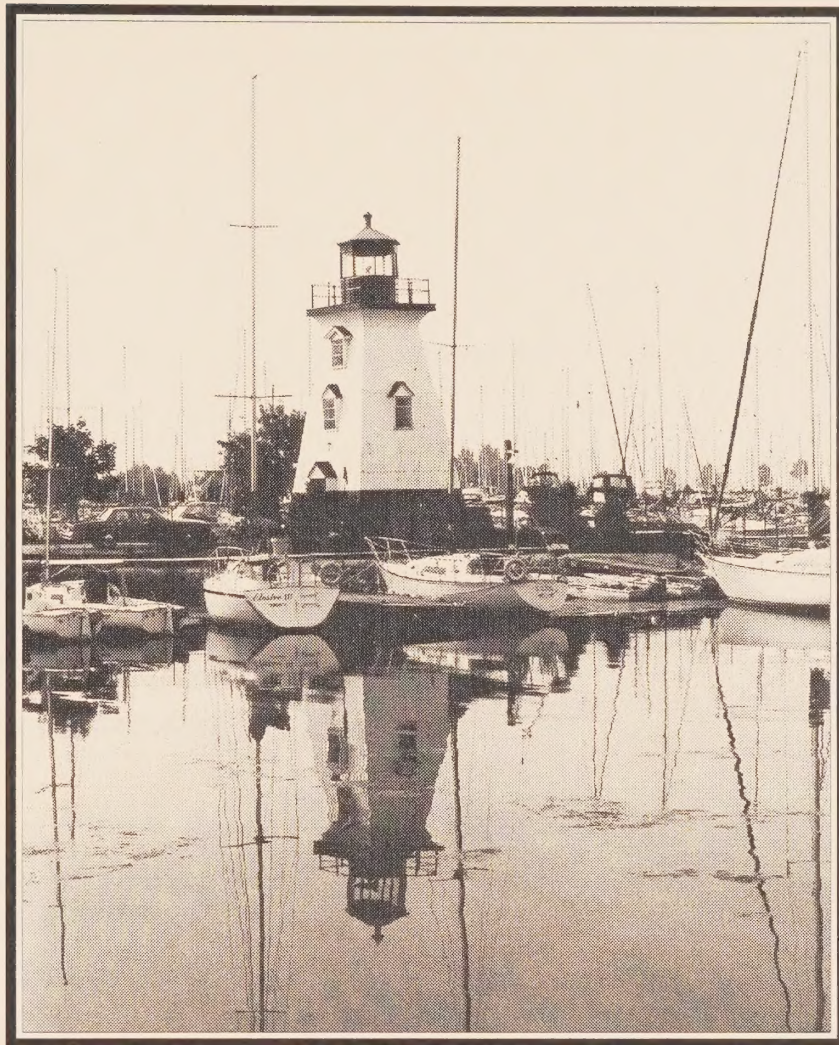
Sincerely,

David Crombie



LAKE ONTARIO WATERFRONT

E X P E R I E N C E S



PREPARED FOR THE

WATERFRONT REGENERATION TRUST

BY
THE LANDPLAN COLLABORATIVE LTD.
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W A T E R F R O N T

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COVER PHOTO: *Early morning by the Bay of Quinte*

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Waterfront Planners - the project team acknowledges the contribution of all the community planners who took the time to attend the Toronto workshop and to respond to the questionnaire. The comments and information received assisted greatly in writing Chapter 5 of this report. Participants are listed in Appendix 2.

Project Committee - provided valuable direction both in terms of defining the goals and objectives of the study and in determining the level of detail necessary to make the landscape descriptions useful and meaningful. The cooperative and positive approach of the Committee made the task a pleasant challenge.

Suzanne Barrett, Committee Chair - Waterfront Regeneration Trust

Irene Rota, Project Coordination - Waterfront Regeneration Trust

Bruce Carr - Waterfront Regeneration Trust

Peter Carruthers - Ministry of Culture, Tourism and Recreation

Marion Joppe - Waterfront Regeneration Trust

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Jane Welsh - Municipality of Metropolitan Toronto

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The photographic survey for this project included ground level and aerial colour slide and black and white photography from windshield surveys and oblique angle photos from an airplane. Unless otherwise identified the photography was completed by:

Wendy Mac Donald

Rod Mac Donald

Brooks Wickett

W A T E R F R O N T

E X P E R I E N C E S



The landscape of the Lake Ontario Waterfront is an amazing artifact - a splendid weave of remnant natural features, agricultural patterns and urban settlement. It is an historical tapestry that tells a variety of stories of famous people and events, stewardship, craftsmanship, entrepreneurial skills, technological wonders, success and failure. It is in many ways the only true public art form - it was

conceived by over eleven generations of people and executed by many individuals who constructed its farms,

homes, cottages, harbours, stores, churches, bridges, roads, gardens, factories, and railways. The Waterfront is a magnificent stage upon which people experience the ephemeral qualities of weather, seasons, and wonderful human events that make it a vibrant and special place.

Summary

When travelling along the Lake Ontario Waterfront, it does not take very long to recognize that it is not one single landscape, but a collection of distinct landscapes differing in landform, vegetation, land use and a variety of other attributes. Although some may seem very similar, on closer observation there are unique elements about each landscape demonstrated by patterns of settlement, natural features, types of architecture, use of building materials, local craftsmanship and community values. In this collection, there are no landscapes that can be discarded or treated with indifference. They are all significant, each telling a story of our natural and cultural heritage and each deserving of continuous care, restoration and enhancement.

The Lake Ontario waterfront can be divided into three overall distinct sections. The western section extends from Burlington to the eastern edge of Scarborough. This section is made up of a variety of mature residential, industrial and commercial landscapes. With the exception of some very unique properties, this portion of the waterfront is least likely to see major changes in the appearance of its landscapes and their associate waterfront experiences. The changes will be subtle refinements, restoration and regeneration of existing neighbourhoods, districts and remnant natural areas. Exceptions to this will be a number of important properties which are in transition from one use to another. These include: North Aldershot, Burlington Beach, the Shell Lands, the Petro Canada Lands, Canada Post Lands, the former Lakeshore Psychiatric Hospital, the Motel Strip, the Railway Lands, the Port of Toronto, Greenwood Racetrack, and the Centennial Industrial District.

The middle portion of the Waterfront extends from the western edge of Pickering to the eastern edge of Bowmanville. Over the next century, this portion of the waterfront will sustain the greatest physical and visual change. Although Pickering, Ajax, Whitby, Oshawa and Bowmanville, have established core areas, these communities have the greatest potential to absorb growth in an ever expanding GTA. These communities also have the best opportunity to collectively control the destiny of their waterfront and to shape the appearance and use of shoreline landscapes.

The eastern waterfront extends from Clarington to Trenton and encompasses a splendid mixture of agricultural areas, natural areas, small towns and cities. The amount of visual change that will occur in this portion of the Waterfront is unclear. Much will

depend on the economics of agriculture, the demand for rural non-farm life styles and the future patterns of non-rural, resort and leisure development. An empirical observation would suggest that large areas of land have already been taken out of agriculture. Some of this land may be slated for future development while other areas are naturalizing into early successional plant communities. If this latter trend is sustainable, large areas of the eastern portion of the waterfront will gradually evolve back to more natural landscapes.

Of the smaller communities along the Lake Ontario Waterfront, two deserve special mention because of their wealth of built heritage. Like Goderich and Niagara-on-the-Lake, Port Hope and Cobourg offer unique opportunities to protect and preserve not only a magnificent collection of architecture but examples of wonderful natural sites and built features forged together in a cohesive whole.

The following summarizes the major conclusions and recommendations of this report.

- **height and massing of new structures** - the appearance of the waterfront is sensitive to the siting of large structures on or immediately adjacent to the shoreline. Large structures which exceed the height of mature trees become highly visible both to people using shoreline areas and to boaters. This is particularly important along the rural shoreline east of Bowmanville where there are very few existing large structures. It is recommended that shoreline communities assess the need for and the design of any project which exceeds the height of mature trees. Each community should evaluate what potential visual impact these projects may have on the character of built up areas, rural shorelines, views from activity areas along the waterfront and views from off-shore.
- **siting of industrial complexes** - new waterfront industry should have to demonstrate shoreline dependency. Where industry requires waterfront locations, adequate setbacks from the backshore or top of bank should be required to provide for proper vegetative screens, to protect views from shoreline locations and off-shore, to provide for public access and to assist in erosion control.
- **waterfront recreational residences** - east of Bowmanville the waterfront has remained very rural in character avoiding the kind of strip cottage development that has characterized and

Summary

in some ways spoiled some of the Lake Erie and much of the Lake Huron shorelines. Waterfront communities east of Bowmanville have an opportunity to protect this valuable scenic resource by clustering new recreational residential development into concentrated areas designated for such use. It is recommended that shoreline communities identify specific locations where new recreational residences can be successfully integrated into shoreline topography in order to avoid continuous strip development.

- **abandoned farmland** - there are many areas where farmland has been taken out of production due to poor soils, steep slopes or uneconomical acreages. Much of this land is reverting back to old field and other early successional plant communities. Landowners should be encouraged to initiate restoration planting, to facilitate the naturalization process and to accelerate the recovery of derelict farmland.
- **historic landmarks** - many communities along the Lake Ontario shoreline are gifted with historic landmarks that identify the community and provide reference to an illustrious past. Views to these buildings are important not only to the daily routine of local residences but to the many tourists that pass along the Lake Ontario shoreline. Views to these buildings may require special protection not only from streetscapes and other vantage points, but also from off-shore views particularly near recreational boat harbours.
- **tree replacement** - many trees in older neighbourhoods and rural communities have reached the age where consideration must be given to their eventual replacement. This is particularly true for two specific species, Sugar Maple and Norway Spruce. These two species are very significant to the cultural landscape in both rural and urban areas. Sugar Maples were used almost exclusively for road plantings along rural concessions. Norway Spruce were used as shelterbelts and as part of residential landscapes. The Sugar Maples have suffered from diseases, acid rain, road widenings, deicing compounds, pruning for roadside utilities and other road related problems. Norway Spruce are simply reaching an age when they are starting to decline. It is recommended that communities consider sponsoring and providing assistance in replanting programs and to encourage volunteer groups to replace or under-plant roadside trees

and shelterbelts, using Norway Spruce, Sugar Maples and other appropriate species.

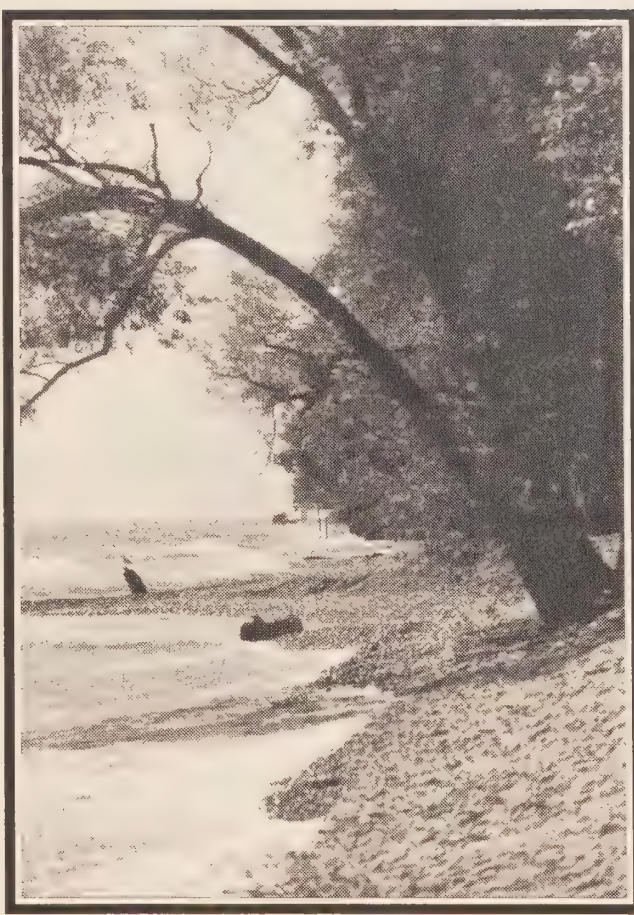
- **undergrounding local utility lines** - pruning street trees to accommodate overhead utilities has and continues to have devastating effects on both rural and urban roadside trees. Pruning trees in half dramatically affects the character of mature neighbourhoods and rural settings. It is recommended that communities initiate programs to ensure that new utilities are located underground or offset to improve landscape quality and avoid future damage to roadside trees.
- **waterfront parks** - public access to the waterfront remains limited in some areas. Communities should be encouraged to acquire more waterfront open space and parks. This open space should be selected to protect existing scenic resources and to encourage greater accessibility to the waterfront, particularly in established older neighbourhoods and rural areas east of Bowmanville.

Further study could include:

- **composite viewshed** - most types of development have a measurable viewshed. One method of assessing the cumulative impact of new development would be to create a composite viewshed of existing industrial, high rise residential and other land uses that have already impacted the scenic resources of the waterfront. This composite viewshed would allow planners to prioritize the remaining areas of the shoreline in terms of their visual sensitivity and the need to provide additional management or protection guidelines.
- **local scenic resource inventories** - waterfront communities should be encouraged to conduct further inventories of scenic resources within the units identified by this study. This could include but not be limited to: unique rural areas, special landforms, scenic reaches of rivers, streams and creeks, historical districts or landscapes, areas characterized by unique natural features, special commercial districts, greenways and landmarks of local significance.
- **waterfront studies** - waterfront communities should be encouraged to complete waterfront plans where these have not been undertaken. In addition land use studies, precinct plans and

Summary

guidelines should be implemented in areas where development pressure is known. These types of plans will help communities to assess the appropriate type of development that will preserve scenic resources and enhance waterfront landscapes.





W A T E R F R O N T

E X P E R I E N C E S

1.0 INTRODUCTION

1.1 Background

As part of its work in coordinating the regeneration of the Lake Ontario Waterfront, the Waterfront Regeneration Trust (WRT) has prepared a Lake Ontario Greenway Strategy (LOGS). The purpose of LOGS is to ensure that new shoreline activities and development contribute to the health of the waterfront ecosystem by protecting natural and cultural heritage, remediating problem areas and enhancing opportunities for recreation and economic activity.

1.2 Study Purpose

Some of the most important qualities of the Lake Ontario waterfront are the experiences of being at the interface between land, water and sky. The scenic resources, microclimate, sounds, smells, seasons and human activities combine to define a special sense of place that can only be found in waterfront settings.

The goal of this study was:

- to analyze the character of waterfront landscapes in order to provide a description of the visual and other sensory attributes that contribute to the sense of place on and near the waterfront and to document planning and design methods that



Mouth and barrier beach of Duffins Creek

protect and enhance scenic resources.

The objectives were to:

- characterize the different types of views and landscapes associated with the north shore of Lake Ontario (from both land and water);
- undertake a visual analysis of the landscape units identified by the LOGS workgroups (and recommend adjustments to the landscape units if necessary);
- describe meanings (historic, cultural, natural, symbolic, etc.), that are associated with visual experiences on the waterfront;
- describe other sensory experiences (sound, smell, touch) associated with landscape units and/or types of

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Port Hope's waterfront demonstrates the layering of the cultural landscape with harbour slips, roads, railways, industry and other development from different time periods all contributing to the current visual character of the waterfront

views, and their benefits (ie. relaxation, tranquility, connection to nature, awe, spirituality, etc.);

- describe the dynamic nature of waterfront experiences (ie. effects of weather and seasons);
- describe the sensitivity of the landscape units to various land use changes;
- identify special views and viewpoints in the context of the Lake Ontario Greenway;
- recommend strategies for protecting and enhancing the experiential qualities of the Lake Ontario Greenway; and
- recommend tools for implementation and provide examples of how materials can be translated to policy

and/or regulations.

- The purpose of analyzing waterfront experiences is to provide an understanding of waterfront landscapes, their sensitivity to change and the opportunities they offer for recreation and tourism. In addition, such analysis will provide interpretive information for guidebooks, signs and exhibits. Finally, the analysis of waterfront experiences will assist in the preparation of strategies for protecting and enhancing waterfront resources for the use and enjoyment of the public.

1.3 Study Area

The study area (see Figure 1) was adjusted as the project evolved. The final study area included a series of 52 visual units that spanned the shoreline from the Trent Severn River in the east and terminated at the western end

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A very different Port Hope around the end of the nineteenth century with church steeples, the railway trestle and sailing ships dominating the view

of Coote's Paradise in Burlington. The southern edge of the study area was the Lake Ontario shoreline. The northern edge of the study area was generally defined as the northern boundary of the second visual unit inland from the shoreline. This boundary often resulted from a change in landform, vegetation pattern or land use. Although separate from the waters edge the inland units include many of the panoramic views from higher topography and ancient glacial shorelines.

1.4 Study Approach

The study steps included the following:

- a review of existing information including previous studies on heritage resources, shoreline morphology and physiography.
- a comparative analysis of topography, vegetation

pattern, landform and aerial photography was completed to identify preliminary visual units.

- the preliminary units were checked by field surveys and from an airplane. This included all visual types from the Oak Ridges Moraine south to the Lakeshore in the east and of all neighbourhoods within reasonable distance of the waterfront in the urbanized western end of the study area.
- a photographic inventory of selected features was conducted on land as part of a windshield survey driving through the landscape, from the lake aboard the antique cruiser, the Zephyr III and from the air flying between Burlington and Trenton.
- visual units were defined and descriptions written for each unit.

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- strategies for managing waterfront experiences from other jurisdictions were analyzed and adapted to create generic guidelines for the Lake Ontario Waterfront.

The resulting visual units were based on an understanding of the visual character of the waterfront documenting differences in the appearance of the landscape resulting from changes in landform, vegetation and land use. These units provide a further subdivision of the larger landscape units identified in the Greenway Strategy which were based on shoreline morphology, cultural patterns, major differences in land use and forest cover.

1.5 Public Involvement

Three groups of people drawn from waterfront communities, including Northumberland County in the east, Toronto in the middle and Burlington/Oakville in the west, participated in the resource analysis. These discussion groups consisted of representatives from special interest groups, local planning agencies, politicians, business people and interested citizens. Each group participated in two workshops. The purpose of the first workshop was to refine the approach to the inventory of visual units. Examples of visually different landscapes were provided and each group contributed suggestions as to how visual units should be selected and described. Also, during the first workshop, participants were given maps of their portion of the waterfront to document landscapes, views and other features that they considered important to their community. The type of information provided included views, buildings, land uses, roads, residential areas, natural features, landmarks and heritage features of local, regional, provincial and national significance. Many of the workshop maps identified features whose significance could have only been identified by people familiar with local values and local history.

The second meeting with each of the three discussion groups was used to present the findings of field surveys and to confirm the boundaries of the visual units and the significance of their features.

In addition to the discussion groups, planners from each of the twenty-six waterfront municipalities were invited to a separate workshop to review the landscape inventory of the waterfront and to discuss methods of protecting, maintaining and enhancing the scenic resources along the

Lake Ontario Shoreline.

1.6 Report Organization

The report is organized into six chapters and several appendices. Chapter One provides an introduction to the study and explains the purpose of the report. Chapter Two provides a summary of waterfront experiences including landscape types, landmarks, views and sensory experiences. Chapter Three discusses the importance of the waterfront's scenic resources. Chapter Four describes the means by which the Lake Ontario Waterfront has changed and continues to change. Chapter Five of the report offers a variety of guidelines and methods to accomplish the protection, restoration or enhancement of waterfront experiences. Chapter Six provides conclusions. Appendix One provides a detailed description of the 52 visual units identified as part of the resource inventory. Appendix Two lists those people who participated in the discussion groups.

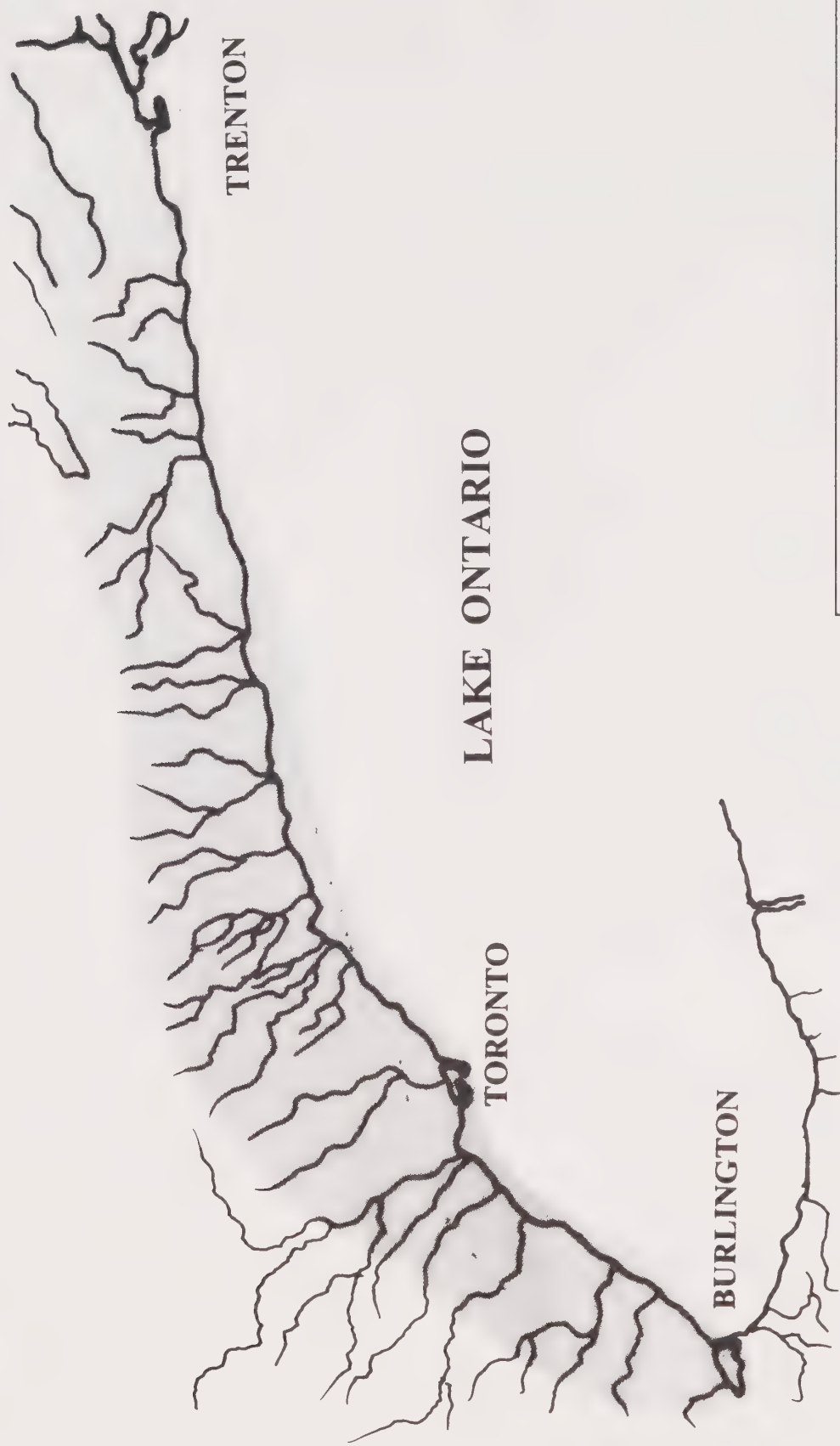


Figure 1 : Study Area



Study Area

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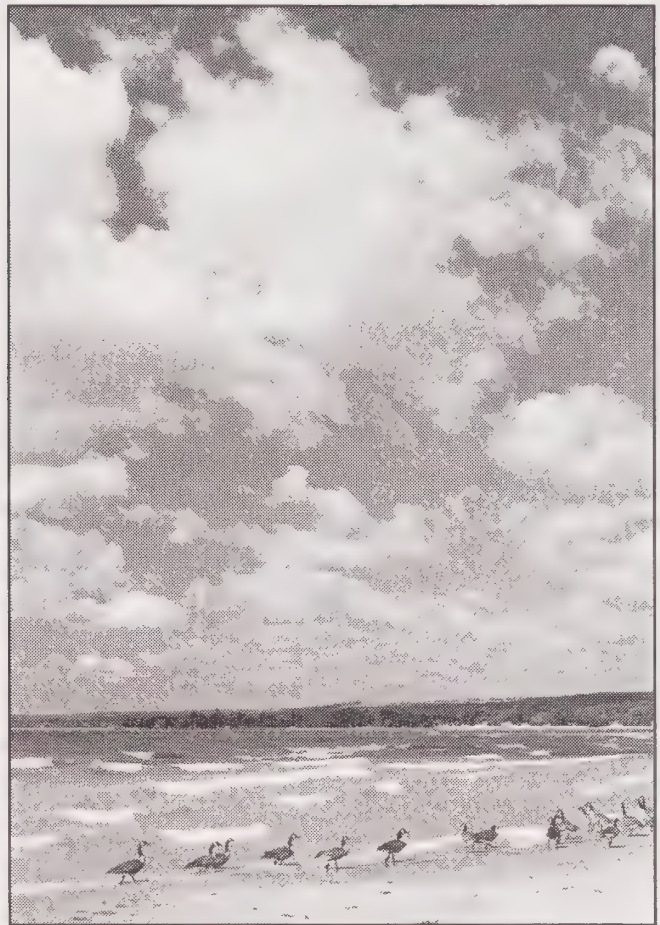
2.0 WATERFRONT EXPERIENCES

2.1 Introduction

The Lake Ontario shoreline offers a variety of waterfront experiences from the very natural to the very urban. Within an hour's drive along the waterfront, one can travel on the Toronto Island Ferry and stand in awe of the nighttime skyline of one of Canada's largest cities, or perch on the edge of the cliffs of Bond Head and watch the heavens unfold in a starry spectacle. Within several hours of each other, one can enjoy the spring splendour of the iris bloom in the Laking Garden at the Royal Botanical Gardens or rest in the natural solitude of the marshes along the edge of Presqu'ile Bay. The possibilities seem endless, and the range of experiences wonderful in the context of one of the world's most unique natural features, the Great Lakes Basin.

2.2 Landscape Character

In order to understand the range of scenic resources along the Lake Ontario waterfront, field studies were conducted to classify the shoreline landscapes into visual types without assessing scenic values. The reason for avoiding scenic evaluation is that each of these visual types has an intrinsic experiential value, in and of itself, and that each



The west beach at Presqu'ile Provincial Park

community must decide how those values can be preserved and enhanced. A comparative evaluation of scenic values would not contribute a great deal to the long term management of those visual units.

The following variables were used to subdivide the overall shoreline landscape into separate visual units:

- **landform and topography** - *Chapman and Putnam's Physiography of Ontario*, standard 1:50000 topographic mapping and aerial photography were used to delineate strong topographic edges between flat, rolling and hilly landscapes. This was particularly important in the Northumberland and Murray Hills areas in differentiating the flatter shoreline units from the hillier drumlin fields to the north.

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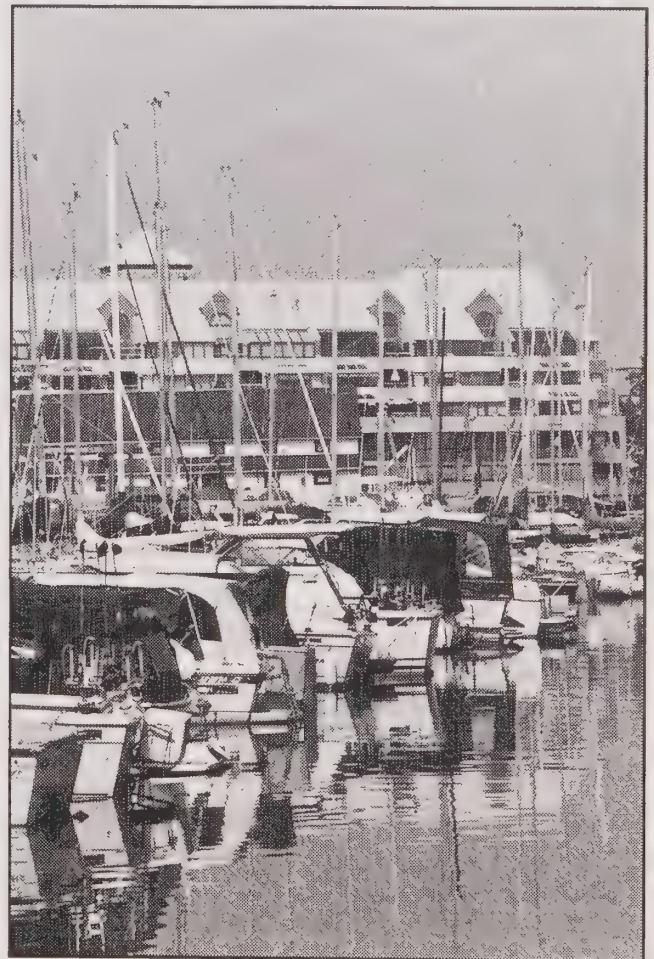


The cultural landscape east of Cobourg characterized by a complex pattern of orchards and woodlots

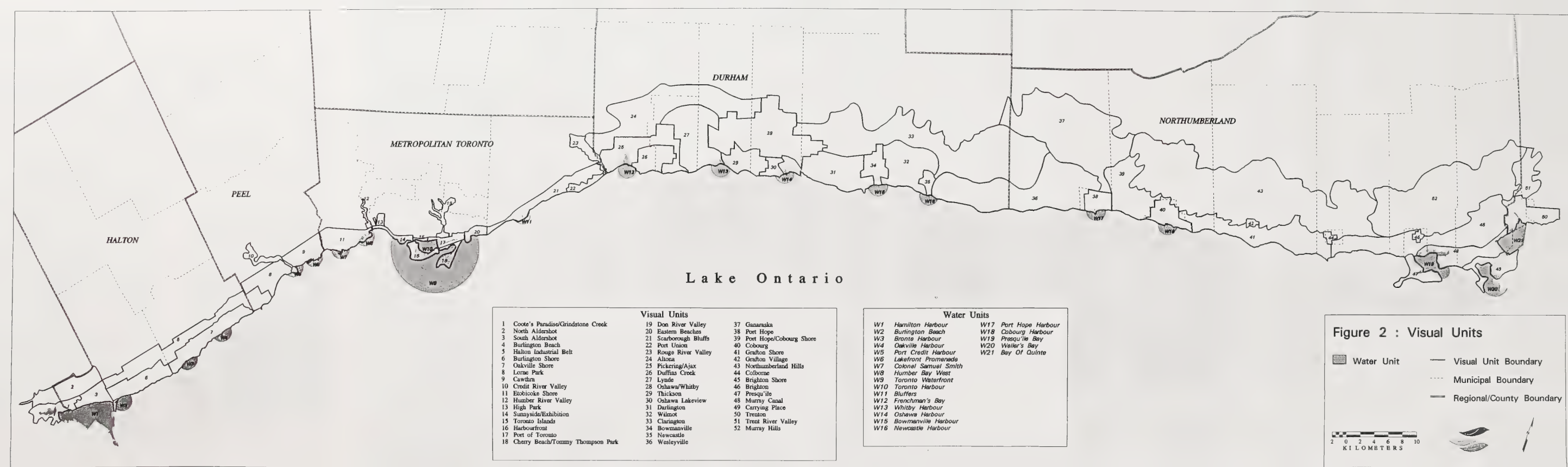
- **vegetation density and pattern** - in some cases vegetation pattern coincided with landform types and supported the classification of a visual unit based on its landform. In other areas the pattern and density of vegetation changed with variations in soil type and soil moisture. In these areas the density and pattern of vegetation helped to differentiate the flatter rural units from one another, as in the example of the shoreline in the Trenton, Brighton and Colbourne area.
- **land cover/land use** - land use was the major factor in urban areas and therefore most of the units in the urban portion of the waterfront were delineated on the basis of residential and industrial land uses. Vegetation density and pattern often coincided with land use designations. Recreational and natural areas also contributed to the delineation of units in both rural and urban areas. Smaller cities and towns were

defined as single separate units.

The resulting 52 visual units (see Figure 2 and Appendix 1) were comprehensively described under the following headings: location, size, general description, shore character, topography and physiography, forest cover, significant natural areas, land use, cultural features, character, views to the unit, views from the unit, special views, landmarks, interpretative potential, associations and meanings and implications of change. It is recognized that some of the visual units can be further subdivided into smaller units based on more detailed and intimate analyses of natural and cultural features. It is recommended that each community identify the subordinate units within their own boundaries. Criteria for further subdivision would identify residential areas, individual commercial areas, agricultural areas vs. rural non farm areas, special cultural/heritage landscapes, mixed use areas, smaller natural areas, sacred areas, etc.



New residential development in Bronte Harbour



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It should be noted that although the majority of analysis was completed by landscape architects, the methods and resulting inventory were reviewed by the three groups of residents from waterfront communities. In general, they supported the methods of identifying visual types. One important change resulting from the group discussions was the inclusion of a water based unit that identified off-shore areas where there was significant boating activity (see Figure 2). Highlighting these areas reinforces the importance of land use changes that might affect the shoreline scenic resources in these areas.

Each work group was asked to mark on maps landscapes and features that were important to experiencing the shoreline in communities in which they lived. In general, these maps identified specific views and sites and only in a few instances did they delineate whole landscapes. Both types of information were valuable in confirming both the methods and the importance of specific features within rural and urban landscapes.

Why is the classification of visual types important? People value the perception of community and neighbourhood identity. It is important to most people that the place in which they live is visually unique, special and manageable by them. In order to manage that uniqueness or special character, each community must understand why it is special or unique in the context of the larger landscape. The classification of visual units provides each community with the means of understanding their scenic resources and how these differ from other areas along the waterfront. It will help communities to discover the social and economic value of these resources.

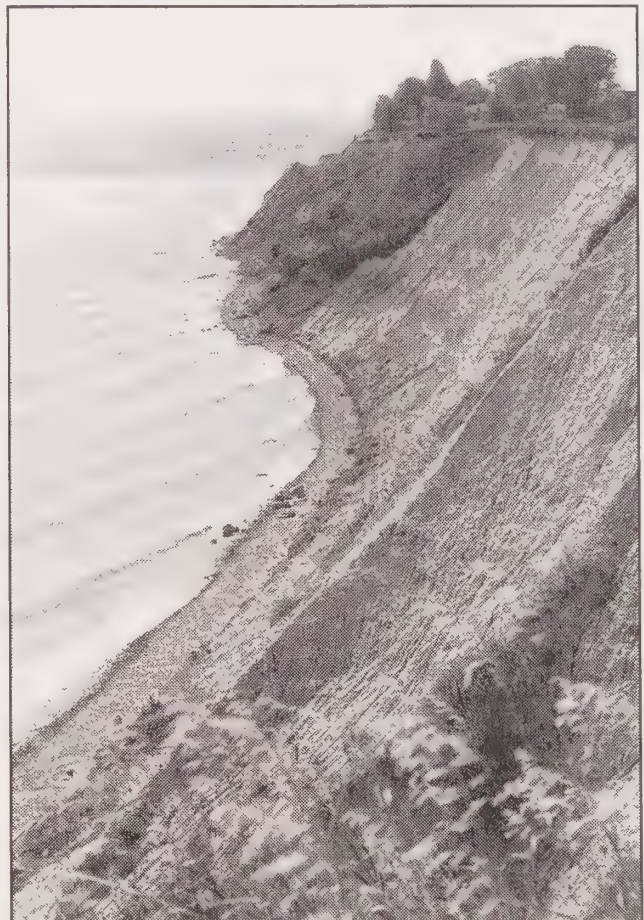
For example, there are only two dramatic bluff shorelines on the Lake Ontario waterfront, the Scarborough Bluffs and the cliffs of Bond Head. The former is urban, the latter is rural. Each has a unique quality. If that quality is to be protected or managed in a particular direction, it is important to first understand its relationship to the waterfront as a whole and then to areas immediately adjacent to it. Once communities reach consensus on which scenic resources are significant, measures can be taken to protect or enhance these characteristics and features.

2.3 Views

In addition to the many wonderful landscapes, the Lake Ontario shoreline also presents a variety of memorable individual views. These views are intended to represent

observation points where the view is not only panoramic but provides a unique perspective that will inform and give greater meaning to the landscape. It is acknowledged that virtually every place on the waterfront has something of visual value and of scenic interest. What differentiates the documented views is their ability to impart meaning and provide the viewer with a greater understanding of the environment. These viewpoints will also offer the viewer splendid opportunities for watching dramatic natural events such as storms, clouds, sunrises or sunsets. In addition, it is recognized that there are many spectacular views from off-shore to the land in both rural and urban settings that have not been documented in this study.

Although it may be impossible to protect each of these views, their identification should assist in the evaluation of new development both in terms of assessing development which might block these views or in terms of new



Panoramic view from cliffs of Bond Head

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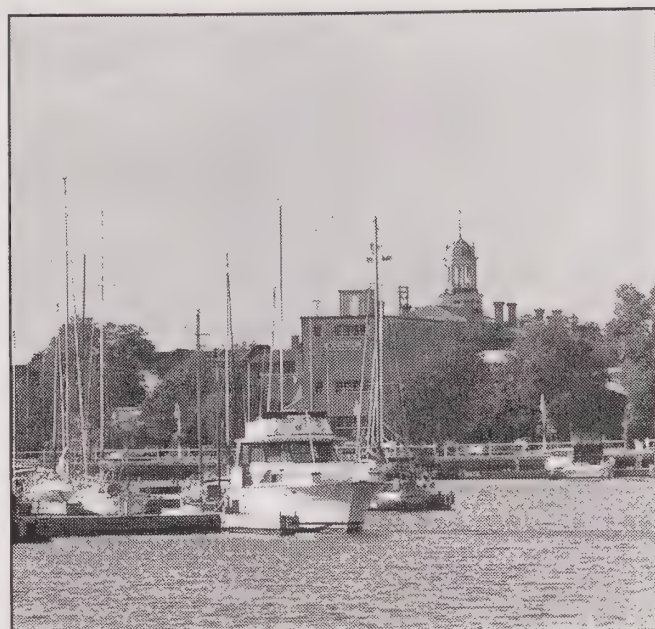
development being compatible with the overall composition of these views. Although there have been some interesting regulatory decisions (see Chapter 5) regarding the rights to a scenic view, in any location where there is a publicly recognized viewpoint, consideration should be given to not "unduly" adversely affecting scenic views by new development.

2.4 Landmarks

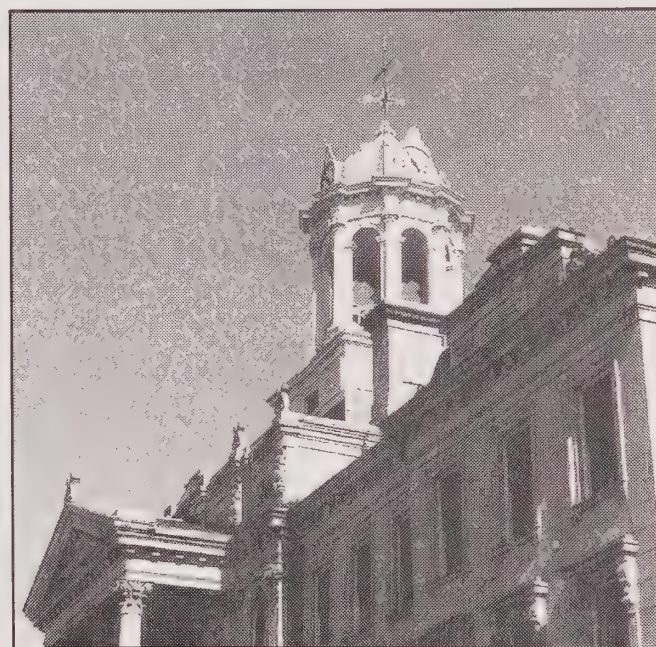
The Lake Ontario waterfront is also "gifted" with a variety of special features which serve as geographical reference points in the landscape. It is important to recognize the significance and value of these features both in terms of protecting and maintaining existing ones and in the creation of new ones. Landmarks serve a number of functions:

- **navigational milestones** - landmarks help the travelling public to identify where they are. For example the High Level Bridge above Coote's Paradise signifies the entrance to two great cities, Hamilton and Burlington. Peter's Rock tells boaters that they are half way between Port Hope and Cobourg. These and other markers provide a dimension to the landscape that helps people to orient themselves without having to refer to maps and other path finding methods.
- **community identity** - some landmarks act as signatures of the historical and economical importance of neighbourhoods and entire communities. The Big Apple in Brighton and the headquarters of General Motors in Oshawa say a great deal about the history and current significance of these places.
- **windows to the past** - heritage landmarks have their own significance in that they focus attention on the past - by revealing aspects of our heritage: where we have been, who we were and why we are the way we are today. The two stone railway trestles at Port Hope, the R.C. Harris Filtration Plant, the Murray Canal and many other historical features all tell a story about our values, our entrepreneurial spirit, and our skills as a society.

Table 1 provides a list of existing waterfront landmarks and classifies them into five categories of institutional, industrial, residential, historical and other landmarks. It must be emphasized that not all of the existing landmarks listed in Table 1 are features deserving of repetition along



Victoria Hall viewed from Cobourg Harbour demonstrates the importance of landmarks to off-shore views



Victoria Hall's bell and clock tower is also an important heritage landmark as seen from the main street of downtown Cobourg

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TABLE 1 EXAMPLES OF WATERFRONT LANDMARKS

HISTORICAL LANDMARKS	INDUSTRIAL LANDMARKS	RESIDENTIAL LANDMARKS	OTHER LANDMARKS
1. High Level Bridge, Hamilton	1. Ford Motor Company, Oakville	1. LaSalle Towers - Burlington	1. Burlington Skyway Bridge, Burlington/Hamilton
2. LaSalle Pavilion, Burlington	2. Petro Canada Refinery and Park, Oakville	2. Apartment Towers - Burlington	2. Port Credit Harbor Lighthouse, Mississauga
3. Lakeshore Psychiatric Hospital, Etobicoke	3. St. Lawrence Cement Plant & Pier, Mississauga	3. Grand Harbour-Etobicoke	3. Credit River CNR Bridge, Mississauga
4. Colborne Lodge - High Park, Toronto	4. Petro Canada Refinery and Pier, Mississauga	4. Palace Pier - Etobicoke	4. Credit River QEW Bridge, Mississauga
5. Sunnyside Bathing Pavilion, Toronto	5. The Four Sisters - Lakeview Generating Station, Mississauga	5. Queen's Quay Terminal, Toronto	5. Credit River Burnhamthorpe Bridge, Mississauga
6. Prince's Gates, Toronto	6. Toronto Island Filtration Plant, Toronto	6. Harbor Castle Complex, Toronto	6. Humber River Pedestrian/ Bicycle Bridge, Toronto/Etobicoke
7. Cherry Street Drawbridge, Toronto	7. Canada Malting Elevators, Toronto	7. Guildwood Village, Scarborough	7. Ontario Place, Toronto
8. Don Valley Brickyard, Toronto	8. Victory Soya Mills, Toronto	8. Port Whitby Condominiums, Whitby	8. Island Airport Control Tower, Toronto
9. R.C. Harris Filtration Plant, Scarborough	9. Hearn Generating Station, Toronto	9. Apartment Towers, Bowmanville	9. Gibraltar Point Light Communication Tower, Toronto
10. CN Trestle - Rouge Valley, Scarborough/Pickering	10. Metro Garbage Incinerator, Toronto	10. Apartment Building, Trenton	10. CN Tower, Toronto
11. Perry Town Church Spires, Port Hope	11. Main Treatment Plant, Toronto	INSTITUTIONAL LANDMARKS	11. Toronto Skyline, Toronto
12. Four Port Hope Church Spires, Port Hope	12. F.J. Horgan Filtration Plant, Port Union		12. Don River Bloor Street Viaduct, Toronto
13. CNR/CPR Viaducts, Port Hope	13. Pickering Generating Station, Pickering		13. Don River Leaside Bridge, Toronto
14. Victoria Hall, Cobourg	14. Co-Steel Lasco, Whitby		14. Greenwood Race Track, Toronto
15. Victoria College, Cobourg	15. General Motors, Oshawa		15. Ashbridge's Bay Park Lighthouse, Toronto
16. St. Peter's Church Spire, Cobourg	16. General Motors Head Office, Oshawa	1. St. Joseph's Hospital, Burlington	16. Scarborough Bluffs, Scarborough
17. St. Mary's Church Spire, Grafton	17. Darlington Generating Station, Bowmanville	2. St. Augustine's Seminary, Scarborough	17. Rouge River CNR Trestle, Scarborough
18. Lighthouse, Presqu'île Port	18. St. Marys Cement, Bowmanville	3. Dr. J. O. Ruddy General Hospital, Whitby	18. Rouge River #2 and 401 Bridges, Scarborough
19. Canal Entrances and Swing Bridge, Murray Canal	19. Wesleyville Generating Station, Wesleyville	4. City Hall, Trenton	19. Drive-In Theater, Port Hope
20. Fort Kente, Carrying Place	20. Cameco Refinery, Port Hope		20. Peter Rock, near Port Hope
21. Two Church Spires, Trenton	21. Cobourg Water Tower, Cobourg		21. "Big Apple" Restaurant, Brighton
22. Mt. Pelion Water Tower, Trenton	22. GE Plastics, Cobourg		22. Hockey Museum, Trenton
23. CNR/CPR Trestles, Trenton	23. St. Lawrence Cement Pier, Colborne		23. Mt. Pelion Lookout Tower, Trenton
24. Locks 1 to 6, Trent Severn Waterway	24. Hydro Generating Station, Trenton		24. CFB Trenton, Trenton

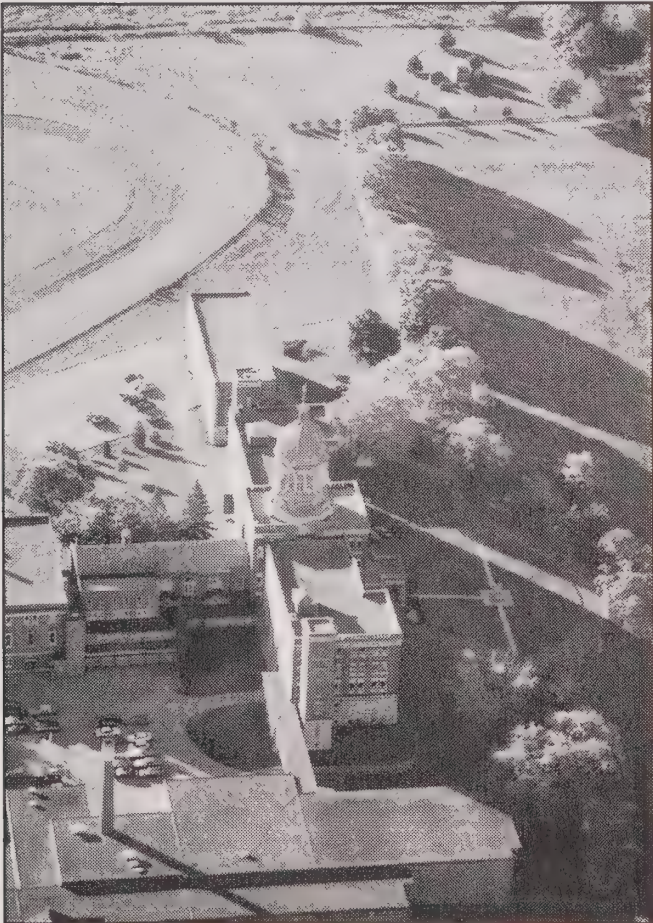
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the waterfront. Some landmarks are a result of transportation, industrial or historical necessity while others are a result of planning and design failures. In either case there are some existing features which can only be considered landmarks because of their visual prominence but are not features to be recommended as precedents for future waterfront landmarks.

Not every new development along the waterfront should be accepted or rationalized on the basis of it being a waterfront landmark simply because it may be highly visible. Landmarks often have to earn their status as landmark structures. The criteria for giving recognition to new or old landmarks should include but not be limited to, the following:

- **waterfront dependent** - does the proposed feature require a waterfront location?
- **historical significance** - is the proposed feature associated with events or people that have made a significant contribution to the broad patterns of our history?
- **visually attractive** - does the feature embody the distinctive characteristics of a type, period or method of construction; or represent the work of a master; or does the feature have the potential of being critically acclaimed for its high artistic value or design quality?
- **visually prominent** - has the feature been sited to take advantage of a prominent location such as a topographic high point, or the focus of a particular view such as the terminus of road or the focal point of a complex of structures?
- **public function** - does the feature provide a public



St Augustine's cupola is an important heritage landmark



The most highly recognized landmark on the Waterfront

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Boating activity in harbours such as Oakville, animates waterfront experiences

function i.e. place of gathering, point of orientation or facilitate public access?

- **contribution to the landscape** - does it complement other features of the waterfront landscape?

Satisfying one of these criteria should not be considered justification for landmark status. Any new development whose waterfront location or design are being rationalized on the basis of being a landmark should have to meet a majority of the above criteria.

It is also acknowledged that there are many local landmarks that have not been included in this study. Each community should be encouraged to document local landmarks and provide mechanisms for protecting and managing them.

2.5 Sensory Experience

People's memories of waterfronts are created not only from the visual images of land, sky and water meeting but also from a variety of other sensory experiences. Shorelines heighten people's awareness of their surroundings. There is always a sense of mystery and discovery associated with shoreline landscapes, however familiar they may be to an individual person.

2.5.1 sight - for most people, the waterfront experience is dominated by a collage of visual images. Regardless of the point of observation, people's perception of the landscape is heightened and accentuated by the dramatic visual contrast between land, water and sky. The openness and long sight distances associated with shorelines make waterfronts easier to understand and visually more meaningful than other types of landscape. Visual events seem to last longer along the waterfront, whether it is the sunrise or the passing of a lake freighter, time seems to alter and events are stretched to the physical limits of visibility. Climatic events are also more visible from the shoreline. The lack of vegetation, landforms, buildings and other screening features allows for expansive views of storms, cloud formations, mists, sunrises, sunsets and star filled skies.

Of the many visual phenomena that occur at the water's edge, reflection is uniquely a waterfront experience. Water's reflective quality can create a variety of amazing colors along the shoreline. The mirror effect of water in the reflection of clouds and other shoreline objects is an experience unique to the water's edge. The play of light off the water's surface in still water or in crashing waves is an experience that cannot be found in any terrestrial landscape.

2.5.2 sound - memorable waterfront sounds reinforce the visual images of shorelines. Sounds that are important to the Lake Ontario Waterfront include:

- **waves** - make an incredible range of sounds depending on weather and shoreline conditions. Some of the most exciting sounds from waves occur where there is structured shoreline protection such as the Sunnyside breakwater, Spencer Smith Park's shoreline promenade and along piers in many of the smaller harbours. The combination of powerful waves and shingle beaches is also a sound characteristic to the Lake Ontario shoreline. The chatter of stones as waves wash the shore is an unforgettable experience.

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Waves lapping on a shingle beach west of Colborne

Waves on sandy beaches have an equally enticing sound that is reminiscent of beaches anywhere in the world.

- **foghorns** - although not unique to the Lake Ontario Waterfront, foghorns make a major contribution to the

waterfront experience in small harbours and at points of land such as Presqu'île.

- **boat traffic** - in addition to their visual pleasure, boats and ships of all sizes contribute to a noise environment unique to the waterfront. Different types of engines,

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different types of exhaust, hulls crashing through waves, halyards slapping the masts, all have identifiable sounds that characterize waterfront settings.

- **trains** - rail traffic contributes a great deal to the character and quality of the waterfront east of Bowmanville. The proximity of the CP and CN lines to the waterfront means that diesel horns and wheel clatter are a frequent audio reminder of the historical significance of the waterfront to commerce, settlement and technological achievement.

2.5.3 odour - the interface between land and water creates a unique set of odours that identify the waterfront often before it can be seen. River mouths, wetlands, clay cliffs, forested shorelines, agricultural fields and crops all have signature smells that reinforce the waterfront experience. Harbours that combine the odours of diesel fuel, food vendors, industrial odours, creosote, and the smell of water is a unique experience to the waterfront that may or may not appeal to everyone. Although there are occasions when driftwood, aquatic plants and dead fish make beach walks an unforgettable event, most Lake Ontario beaches are odour free and inviting. Communities with beaches which are periodically impaired because of combined sewer overflows, stormwater or industrial wastes should continue or renew their efforts to eliminate and clean up the source of the problems.

2.5.4 temperature differences - one of the more memorable qualities of waterfronts is the change in temperature that occurs in relationship to shorelines. Many of the workshop participants commented on the phenomenon of temperature gradients that run parallel to the shoreline and punctuate the land at river valleys and in lowland areas. The keen observer can tell where they are at night, simply by the temperature variations that occur with topographic changes and in close proximity to the water. This is not simply a summertime phenomenon. The gradient of temperature occurs all year round and determines the level of comfort of waterfront users. Communities should become more cognizant of how to extend the seasonal use of waterfronts by both capitalizing on temperature changes and implementing mechanisms for making the waterfront more comfortable during the winter and shoulder seasons.

2.5.5 sense of touch - in addition to temperature changes in air, waterfronts have other tactile features that characterize shoreline experiences. Childhood memories



Special places

of beaches conjure up images of burning sand, freezing water, driftwood bleached by the sun and worn smooth by the waves, smooth rocks and shells, soft feathers of gulls, sharp stones on bare feet, the weather embossing of wooden docks and the feel of the perfect skipping stone. These images remain with us throughout our lives. Although they may not be unique to the Lake Ontario waterfront, they help to explain what compels us to return to the water's edge and what creates the timeless attraction to waterfront environments.

2.5.6 sense of season - all of the senses combine to convey the change of seasons and waterfront landscapes seem to have their own agenda in terms of the transitions from season to season. Spring comes late to the waterfront if the lake has been frozen. The contrast in spring temperatures between shorelines and upland areas is always astonishing. In summer the awesome display of summer thunderstorms can be watched for hours before there is any need to retreat indoors. In the fall the combination of warmer temperatures and unique shoreline vegetation keeps the shoreline green long after upland areas have turned golden and red. The same warm water delays the arrival of winter by moderating the shoreline climate well into December. In winter waves and wind combine to create wonderful sculptures of ice and snow that decorate beaches, piers, railings and other structures. Ice flows, pack ice and fracture lines make elegant patterns

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when observed from elevated lookouts. The relentless power of a winter gale is something few people might care to see but once seen never forgotten.

2.5.7 sense of awe - there are many waterfronts with natural landscapes more compelling than those of the Lake Ontario Waterfront. The rugged north shore of Superior, the dramatic bluffs of the Bruce, the dune landscape of the Pinery and the meandering spit of Pelee are awe inspiring shorelines. In spite of the apparent lack of dramatic natural features, the Lake Ontario Waterfront has a subtle blend of landscapes that can be captivating in their own way. Deciphering the geological history of the landscape and the layering of human settlement is fascinating. The canals, harbours, railways, architecture, mills, industry and other remnants of pioneer settlement pay tribute to a proud and industrious people. Natural features which display the on-going process of erosion and accretion are also interesting and deserving of greater attention. The

Queenston shale cliffs of Burloak Park, the Scarborough Bluffs, the cliffs of Bond Head, and the beaches, dunes and marshes of Presqu'île may be less dramatic than other shorelines but no less inspiring if people take the time to observe and understand the origin and evolution of their formation.

With regard to urban landscapes, the Toronto Waterfront is as awesome and inspirational as any urban waterfront. Early morning and late evening views of the core area give the skyline a sculptural quality that characterizes Toronto in the same way that other waterfront skylines characterize Chicago, Vancouver or San Francisco. Although these monuments to architecture, power and economics may not appeal to everyone, they are memorable and a product of North American culture.

In reviewing the above topics, it is difficult to suggest specific ways to enhance these types of waterfront experiences. Can a community make the noise environment more appealing? Can a community provide more tactile elements? What is worth emphasizing however, is that for every waterfront landscape protected and for every derelict waterfront restored, these wonderful shoreline phenomena come with the waterfront - for free. Waterfront landscapes have unique qualities that distinguish them from other landscapes, dictate the cultural patterns of landscape and create unique, highly identifiable communities.



A shoreline of contrasts

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3.0 THE IMPORTANCE OF WATERFRONT LANDSCAPES

3.1 Introduction

The Lake Ontario Waterfront landscapes are important for a variety of reasons beyond the simple, individual pleasures of sight, smell, sound and touch. In addition to these sensory experiences, the character of landscapes along the Lake Ontario Waterfront can determine the tourism potential of the region, the potential for natural and cultural interpretation, a variety of recreational activities, the quality of life of shoreline residents and certain aspects of local economics. It is important for shoreline communities to evaluate proposed changes in the character of their landscapes in terms of the impact those changes might have on these other factors.

Take for example, the impact commercial signage can have on a cottage or resort community. When local businesses use road right of ways indiscriminately to advertise a variety of services, the resulting collage of signage can negatively affect the visual quality and character of the community. Incrementally a few signs are erected at busy road intersections, but as time passes the number and variety becomes a tasteless and endless barrage. This in



Victoria Park's new waterfront pavilion in Cobourg

turn can affect why tourists might come to the area, the real estate value of local businesses and residences, and the quality of the recreational experience that attracted people to the area in the first place. It is important therefore for communities to understand the significant role the appearance of the landscape, the character and quality of the landscape, its scenic value plays in the functioning of shoreline communities.

A more detailed discussion of landscape change is provided in the next chapter. The following section highlights the importance of scenic resources to shoreline communities.

3.2 Tourism

Tourism is the fourth largest industry in the Province of

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Ontario in terms of its potential to earn foreign currency. Although it is recognized that tourists are attracted by major events and special facilities, the scenic resources of the landscape are an integral part of the rationale for selecting tourist destinations. The Lake Ontario Waterfront already supports an existing tourist industry and this can be enhanced by ensuring that the scenic resources are managed in a way to support tourism.

- **travel routes** - the appearance and quality of the landscape make an enormous contribution to the interest of travel routes. Scenic routes that take advantage of roads through interesting topography, with panoramic viewpoints, through unique settlement areas, etc., can assist in attracting tourists to an area. Communities can enhance travel routes by

maintaining their own unique visual character and by providing well-appointed tourist information centers, good signage, rest areas and photo opportunities from scenic lookouts.

- **leisure and service industries** - tourism can be encouraged if accommodation services take advantage of landscape opportunities. Tourists are attracted to communities that provide hotels, restaurants and commercial areas in scenic landscape settings. While it is recognized that over development can ruin waterfront areas, a balanced and sensitive approach to the provision of waterfront hotels, restaurants, and commercial activities can be a major tourist attraction within shoreline communities.

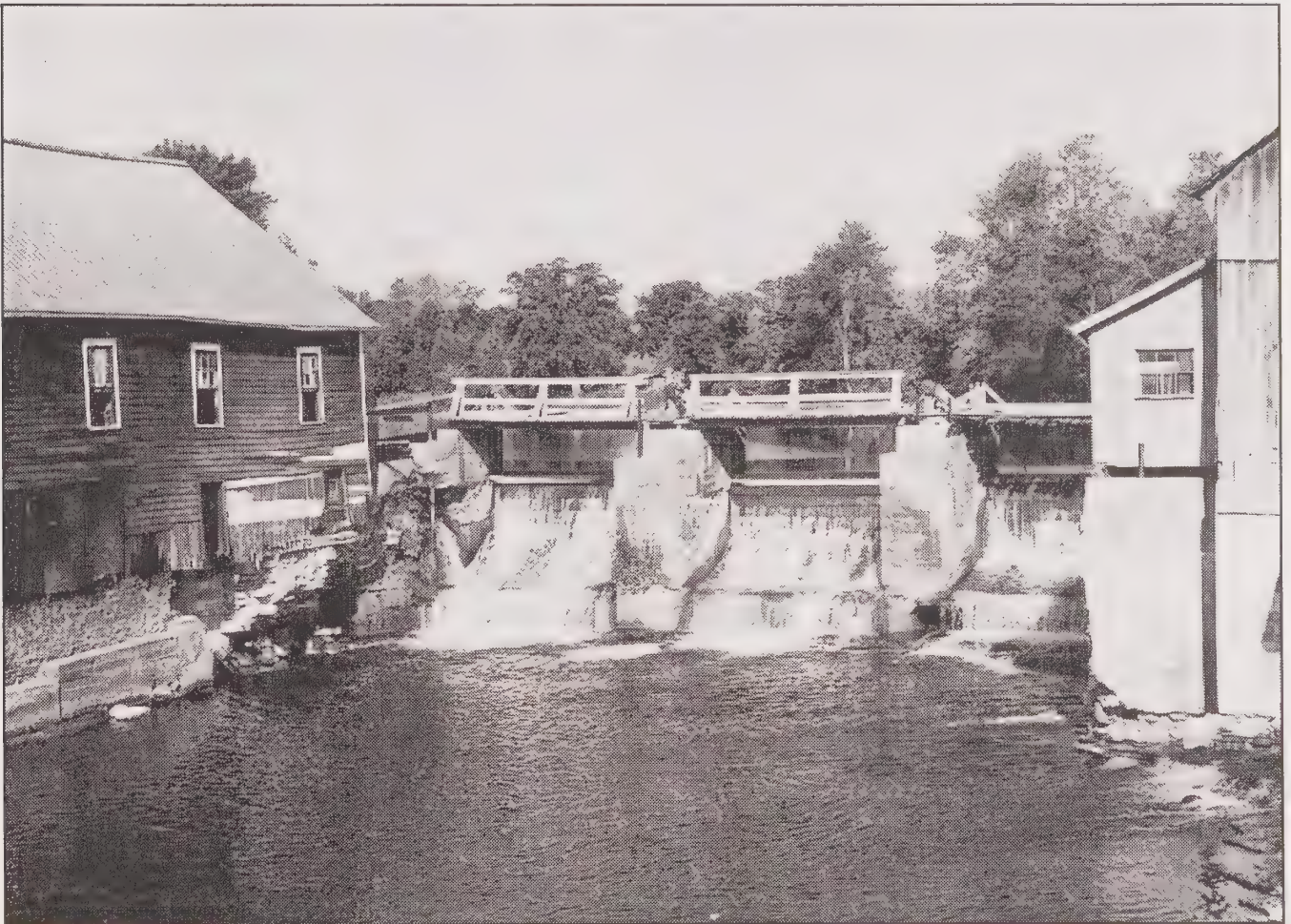


The Lakefront Promenade Park in Mississauga provides a variety of new facilities including beaches, trails, boat launch, a marina, a restaurant and picnic pavilions

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- **waterfront parks** - parks at the water's edge play a major role in attracting tourists to shoreline communities. A well defined and aggressively promoted parks network along the Lake Ontario Waterfront will provide access to shoreline experiences, set the stage for special events and protect scenic features.
- **special landscape features and events** - tourism can be supported through the exploitation of landscape based events. Fall colour tours, spring sugar festivals, mill tours, crop related festivals eg. Applefest, can be important tourist attractions. Communities and commercial operators can enhance the tourist experience by ensuring that the overall landscape is managed to support these activities. This can include:
 - well organized farm operations; well maintained heritage homes and outbuildings; quality roadside stands; ecologically managed natural areas (clear demonstration that the community cares about the environment); the sensitive integration of mineral extraction operations, forestry operations and other rural industries.
- **network of small harbours** - the network of small harbours along the waterfront attracts not only boaters from the US and Canada but also people who come to enjoy the atmosphere of these marine enclaves. Providing visually attractive facilities that support walking, outdoor dining, fishing, etc. will reinforce the Waterfront as a tourist destination.



This mill site in the Murray Hills is one of the many heritage features scattered throughout the shoreline landscapes

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3.3 Natural and Cultural Heritage Interpretation

Waterfronts are rich environments for learning and educating people about a number of different subjects. The Lake Ontario waterfront is endowed with a variety of landscapes that can support this learning process. Interpretive story lines based on landscape could include:

- **settlement history** - the Lake Ontario Waterfront is Canada's most densely populated region. Shoreline communities represent many diverse forms of settlement from pioneer communities to contemporary urban metropolis. Themes that focus on ethnicity and traces of a variety of cultures can be found in place names, town sites, cemeteries, architecture and other settlement characteristics.
- **transportation history** - the shoreline is scattered with historical remnants and existing facilities that tell the story of the history of transportation, trade, exploration and the exploitation of the regions natural resources.
- **natural ecosystems** - plant and animal associations unique to the waterfront can be found along the entire length of the shoreline. Remnant natural landscapes and the restoration of new natural areas provide wonderful features for interpretive programs.
- **aboriginal settlement** - First Nations have their own unique story which passes far beyond simple interpretation but provides modern society with an alternative view of human relationships with the environment.
- **geological history** - the forces of glaciation, weathering, erosion, siltation, etc. provide unique and highly visible landscape features. The Lake Ontario Waterfront landscapes are naturally endowed with sites of provincial and national significance.
- **international friendship** - the international boundary provides an amazing story of the relationship between two peoples that has evolved from the War of 1812 with its remnant fortifications, battles and military strategy to a lasting and in many ways unique friendship that serves as an example to the world.
- **economic history** - the Lake Ontario Waterfront is the setting for the largest economic center in Canada. The

history of trading, resource development, transportation, industrial heritage all merge in one large theme of economic enterprise.

- **architectural history** - the Lake Ontario Waterfront has many excellent examples of architectural master works and period precedents. A well documented guide could provide the basis for an interesting tour of waterfront architecture.

Interpretation of these and other waterfront stories will fix their meanings and associations in our collective consciousness and foster a better understanding for this rich environment. For those who live along the waterfront, interpretation can be a part of everyday life. For those who visit the waterfront the learning process can be accelerated through interpretative programs and facilities at strategic locations along the waterfront. Although the entire shoreline has interpretative potential, there are specific locations that have potential for a combination of several interpretative themes. These include:

- **Coote's Paradise** - this area is rich in both cultural and natural history. It is easily understood and has a number of existing facilities that if properly integrated could support any level of interpretive programming. The area contains historic cemeteries, historical and



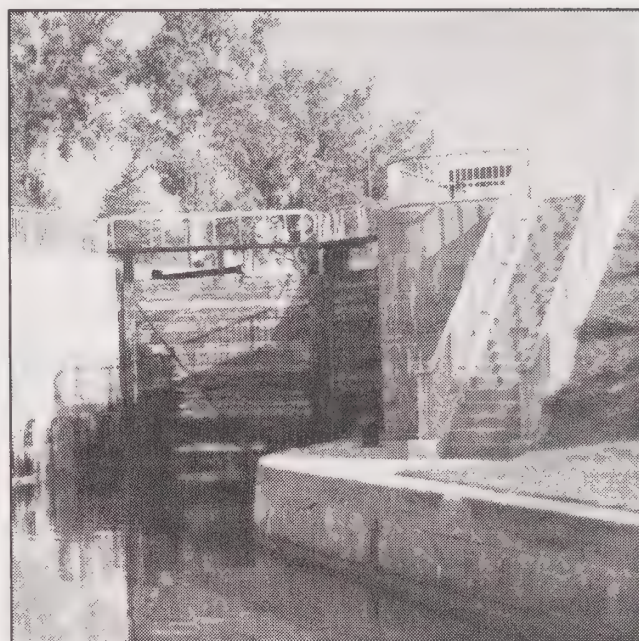
Hendrie Park in the Royal Botanical Gardens, Burlington

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contemporary architecture, nationally renowned gardens, archaeological sites and on-going environmental restoration projects.

- **Toronto Waterfront** - the Toronto waterfront is rich in both cultural and natural landscape features. It demonstrates the historical forces that contributed to the city's development and the role the Lake played in that process. Industrial heritage, transportation facilities, historic sites, all combine to provide a compelling story of the creation of a wonderful city. In addition, there are sites of international significance that document millions of years of geological history.
- **Port Hope/Grafton/Cobourg** - these towns speak eloquently of their history, their relationship to the Lake and the artisans who constructed their businesses, homes, churches and other institutions. These communities contain many architectural treasures and present them in their original setting uncluttered by many of the problems of larger urban communities.
- **Presqu'île, the Murray Canal, Carrying Place and the Trent Severn** - these locations provide unique features upon which a variety of interpretive programming could be provided. The natural significance of the Presqu'île spit, Weller's Bay and their extensive marshes is a unique feature of the Lake Ontario Waterfront. The canal systems provide amazing examples of engineering skill and entrepreneurial will. Carrying Place has its own special historical significance. The combination of all of these features integrated into a single programme could provide an engaging interpretative program.
- **Highway #2** - variously known as Dundas Street, Lakeshore Road, King Street, Walton Street, Rideout Street and Kingston Road is a designated heritage route which reveals the history of the Lake Ontario Waterfront. Highway #2 parallels the waterfront from Burlington to Trenton and visitors can observe different settlement patterns, heritage homes, villages and districts, historical and modern landmarks, quaint harbours, natural features, specialized commercial areas, scenic views, etc. It is an interpretive device of great potential because it links the Waterfront, its landscapes and its communities in continuous chain of events and memorable images.



Lock # 6 at Frankfort is one the many heritage features along the Trent Severn Canal System

3.4 Quality of Life

Waterfront landscapes have a unique quality of compelling people to relax, reflect and recreate. Whether a function of the sound of crashing waves or the visual environment of sparkling water and long views, shorelines have a special healing quality that makes people more relaxed and less driven by the routine of daily life. The quality of the scenic resources of the shoreline is important to this therapeutic process and therefore the management of these resources has important consequences for those who live and visit the Waterfront.

- **shoreline residents** - for those people who have daily contact with the waterfront, life without waterfront experiences might seem unimaginable. Access to the waterfront, both physical and visual, provides shoreline residents with a constant source of pleasurable experiences based on seasons, time of day, and other natural events. This in turn creates a sense of neighbourhood identity and integrity that is very important to shoreline communities. Denying access by blocking or impairing the views will diminish the waterfront experience and can dramatically affect the quality of life for shoreline residents.

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- **shoreline visitors** - for people who do not live along the shoreline, going to the waterfront is a special event. A vacation or a day trip to the waterfront becomes an important break in the daily routine. People's expectations of what they will find at the water's edge are critical because these experiences are special and of short duration. The visual resources of the waterfront play a major role in the quality of people's leisure time during vacations and day trips. The visual integrity of the waterfront should meet these types of expectations and ensure that waterfront experiences are not diminished by a lack of understanding of the importance of the scenic resources of the shoreline.

3.5 Recreation Activities

Waterfront landscapes provide the backdrop for a variety of shoreline recreational activities. Although the landscape setting is more important to some recreation activities than others, it is always desirable for both spectator and participant to have venues that take advantage of good views and scenic settings.

- **boating** - travelling along the waterfront by boat provides people with the most spectacular views of the waterfront. Whether entering Toronto Harbour, Burlington Bay or Bay of Quinte, the visual spectacle of the shoreline is always interesting and engaging. The character of the landscape is very important to the boating experience.
- **hiking** - the Waterfront Trail provides a range of visual images along its entire length. The quality of experience will rely heavily on how each community develops and manages their waterfront landscapes. It will be important for communities to reinforce their differences and capitalize on unique cultural and natural landscape features that distinguish their area.
- **beach activity** - the variety of beach related recreational activities is almost limitless. Swimming, sun bathing, surf sailing, water skiing, picnicking, etc. are more enjoyable if they can be conducted where views of the shoreline are spectacular and supportive of the activity. People's expectations of waterfront recreation is almost always that it will provide a pleasant surrounding. These expectations can be very unrewarding if people's first impressions of the waterfront is created by unfriendly conditions such as



The new boardwalk through Rattray Marsh in Mississauga is a unique link in the Waterfront Trail



The Murray Canal is a wonderful historical remnant of Northumberland County heritage

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The new beach promenade in Cobourg's Victoria Park invites visitors to walk along the shoreline

shoreline protection constructed of broken up sidewalks and curbs, treeless parking lots, garbage strewn beaches, ugly buildings, etc.

3.6 Economics

The character of waterfront landscapes has direct economic value.

- **real estate** - the difference in value of real estate at the water's edge can be significant if the landscape is attractive and enhances the value of properties. Loss of real estate value can be a direct result of change to waterfront landscapes in a way that diminishes their overall visual character.
- **attracting business** - waterfront communities can

exploit their waterfront setting to attract companies to their communities. Corporations do consider the character of an area, of which the visual quality is important, before selecting new sites for plant expansion. Protecting the scenic values of a waterfront can make it more attractive to expanding corporations.

- **tourism** - increased tourism will have the obvious spin-off effect of visitors purchasing goods and services from local businesses. Businesses that rely on tourism need to be concerned about changes to the landscape that may affect the overall quality of an area as a tourist destination.

There is an undeniable attraction that people have and probably will always have for waterfront settings.

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Careless, incremental and indiscriminate change can destroy the magical qualities that make people return to waterfronts. If waterfront landscapes are diminished, so too are the community functions that rely on the visual appearance and scenic resources of the Waterfront.



The shoreline walk in Gairloch Gardens in Oakville

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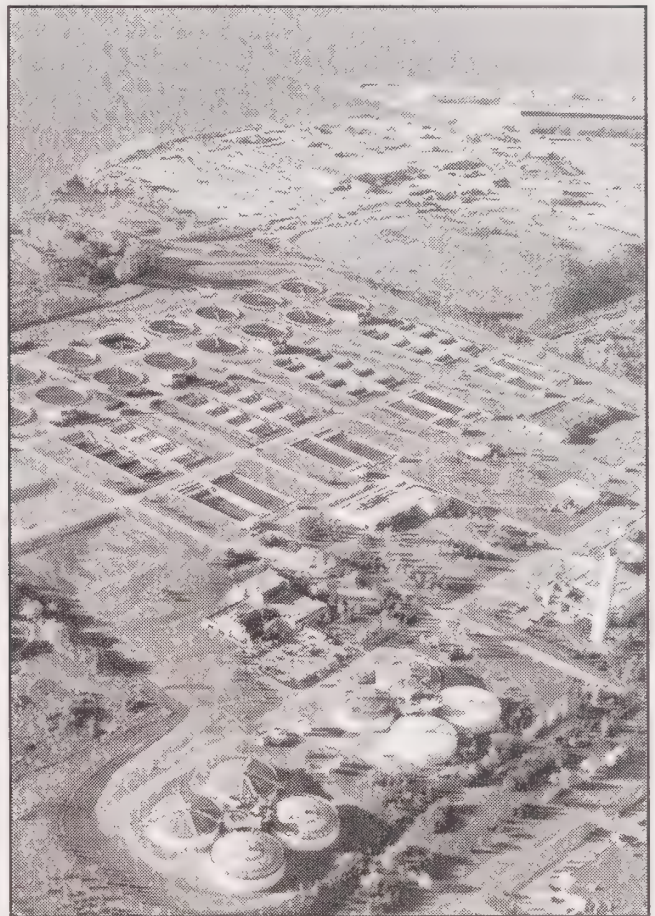
4.0 LANDSCAPE SENSITIVITY

4.1 Introduction

Understanding landscape sensitivity is a very interesting problem because it requires an analysis of three complex and interrelated factors. These include:

- the sensitivity of the landscape to change in terms of its diversity, contrast, harmony, openness and historical integrity.
- the potential for new development to cause change in the landscape as a function of the development's location, size, colour, shape, reflectivity, form, texture, illumination, pattern and its ability to remove or displace existing landscape and built form features.
- the perception or response of the observer to these changes which is determined by people's preferences, attitudes and expectations in the pursuit of outdoor activities.

The latter variable is important but beyond the scope of this study. The purpose of this section of the report is to identify those visual characteristics of the waterfront most susceptible to change and those developments most likely to alter valued scenic resources.



An industrial landscape near Pickering

4.2 Visual Principles

There are common visual principles that apply to all landscapes whether rural or urban. In order to maintain and enhance the quality of landscape experiences along the Lake Ontario Waterfront, the principles highlighted on the following pages should be integrated into those documents which guide and manage the physical form of shoreline communities. Only when all of these principles are manifest simultaneously is the landscape at its scenic best.

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- **diversity** - *landscape diversity is a result of unique combinations of natural and cultural features which differentiate one landscape from another and create local identity. Landscape diversity is not something one comprehends in a single view but is appreciated through the recognition of differences from one landscape to another. This diversity is desirable. The environment is much more appealing if the visual character of Burlington is distinctive from Port Hope's or agricultural areas in flat landscapes are distinctive from agriculture areas in hilly landscapes. The greater the diversity between waterfront landscapes, the more visually interesting the overall waterfront experience will be.*

Each of the communities along the Waterfront should be encouraged to maintain or create their own local identity by protecting and accentuating landscapes and features unique to their area.



The diversity of the Lake Ontario waterfront is captured in these two photos showing a rural shoreline near Colborne and the waterfront skyline of Toronto

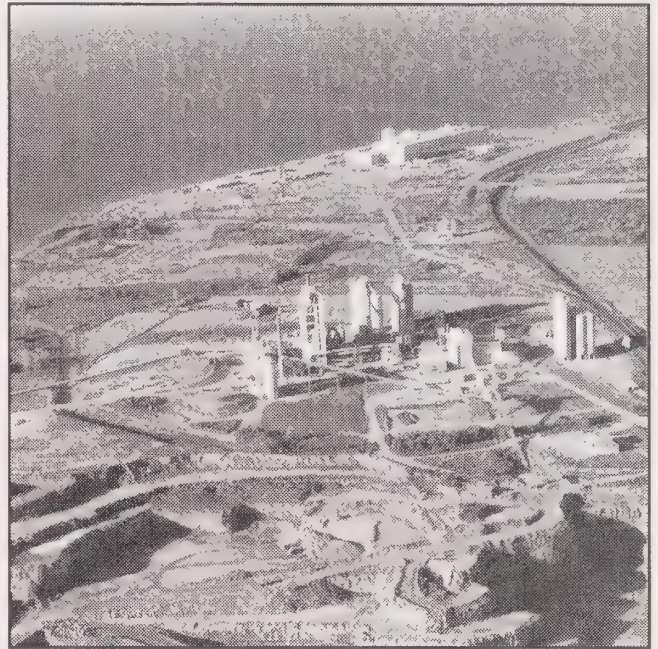


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- **harmony** - *visual harmony occurs as a result of the repetition of similar characteristics and qualities of landscape. The consistency of these characteristics and qualities strengthens the imageability and therefore the identity of individual neighbourhoods, communities and entire landscapes. These characteristics can include such things as: repetitive spatial patterns of vegetation, landform, land use and road layout; the repetition of vegetation species for windrows, streetscapes and other landscaping; the repetition of architectural styles, building layout, use of materials, colours and locations. A harmonious landscape does not mean that there should be no contrasting elements. Harmony is created by having one or more characteristics that dominates or imposes order in the appearance of the landscape. A good example of this is fruit growing areas. The repetition of orchards creates a visual bond that can characterize an entire landscape. If other elements support this landscape fabric such as windrows of the same species, a similar style of barn architecture or buildings of the same scale, the sense of harmony of the landscape is strengthened. This type of landscape can absorb a certain amount of incongruous elements such as commercial produce stands, rural non farm residential or structures with uncomplementary architectural details as long as the other characteristics continue to dominate and create an overall sense of order.*

Communities should assess what characteristics of their landscape create a sense of visual harmony. Strengthening this harmony can make neighbourhoods, communities and entire landscapes more legible, easier to understand and more attractive as living environments.



The chaotic character of many industrial landscapes along the Waterfront contrasts dramatically with the harmonious qualities of the rural landscape shown below



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- **contrast** - *landscape contrast is also desirable when in a single view there are two or more dramatically different features which complement one another. These contrasting features often occur at the edges of landscape units. One of the best examples of this landscape quality is the change in topography between the flat landscapes immediately adjacent to Lake Ontario shoreline and the drumlinized landscapes of the Northumberland Hills. The pioneer alignment of Highway 2 follows this meandering edge in complete contradiction to the later road grid of rectilinear concessions and sideroads. The dramatic contrast between the flat landscapes and the steep slopes and ridges of the drumlin landforms adds a great deal of interest to the waterfront landscapes.*

There can be similar contrasting attributes in the cultural features of a landscape. The abrupt contrast between woodlot edges and open meadows, orchards and fields is a good example of features contrasting as a result of cultural patterns. These culturally defined changes create interest in the landscape and when repeated often enough help to define the character of an entire area. What is not desirable is contrast defined by cultural features which are visually incompatible, such as two totally contrasting types of architecture, two totally contrasting street layout patterns, industry randomly scattered throughout rural areas, etc. The compatibility and complementary aspect is critical to the concept of contrast, enhancing the appearance of the landscape.



Two examples of the natural and cultural edges in the landscape that contribute so much to its visual interest and scenic value



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- **openness** - *the principle of openness focuses on having visual access to the waterfront and creating the impression of physical access. Maintaining the long sight distances characteristic of many waterfront settings is an important landscape attribute. This is most critical in built up areas where residential, office and institutional development and utility and transportation corridors can isolate the waterfront visually and physically. Communities should be encouraged to maintain an open character which makes shoreline landscapes inviting and friendly, regardless of the landscape type.*



Waterfront developments can dramatically affect the open character of the shoreline landscapes. Stepping buildings and other development back from the shoreline, as in the case of those adjacent to Spencer Smith Park in downtown Burlington, can maintain open views along the waterfront



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- **historical integrity** - *some landscapes have remained relatively unchanged providing the viewer with unique opportunities to observe the past. The town of Grafton, the downtown of Port Hope, the Village of Carrying Place to name a few, provide glimpses and images of the past. These landscapes are particularly sensitive and fragile to modern intrusions. Special consideration should be given to the capacity of these landscapes to integrate change without losing their unique settlement patterns and architectural flavour.*



Authentically restored buildings and the unique village layout of Grafton provide visitors with interesting glimpses of this area's rich cultural heritage



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It is acknowledged that there is a great deal of value judgment in assessing landscape diversity, contrast, harmony, openness and historical integrity. This should not prevent communities from attempting to manage these landscape attributes. The consequences of not implementing these principles can be devastating. In the rush to suburbanize the Greater Toronto Area, miles and miles of forgettable, boring landscapes have been created. Many of these landscapes have no visual integrity, no harmony, too little diversity and are dominated by contrasting features which do not complement the overall character of the landscape. The appearance of the landscape is a commodity which can be planned and designed and deserves continuous reassessment by all those who participate in landscape planning and design process.

4.3 Landscape Change

It is important to understand that changes may be perceived differently in the rural vs. the urban part of the waterfront. The following summarizes the types of changes and their potential impacts on waterfront scenic resources.

- **industrial complexes** - have had a dramatic effect on the visual character of the waterfront landscapes. Visual changes can include: the loss of landform through mass grading of sites, the loss of vegetation and the loss of heritage features and landscapes. Some industrial complexes are highly visible because they have been placed in prominent locations on the water's edge or have altered the shoreline through land filling. Many industries include a combination of very tall structures, bright colours, reflective surfaces, contrasting mass, form and shape and the exhaust of great plumes of smoke or steam. This is particularly true for hydro generating stations, sewage treatment plants and chemical refineries, many of which have viewsheds extending in excess of 30 km along the waterfront. It is acknowledged that there are some exceptions, where even though an industry may overwhelm the adjacent communities, it has been accepted as a focal point in the community and an expression of community identity *i.e.* the Four Sisters in Mississauga. This should not be interpreted as a recommendation to repeat generation plants or other mammoth industries along the waterfront. The general visual perception of these facilities may include:
 - *loss of visual harmony of surrounding residential and agricultural landscapes by overwhelming the scale of these landscapes*
 - *loss of linear continuity of the shoreline landscape where it is predominantly a combination of woodlots, open fields or treed residential landscapes*
 - *loss of distinctiveness of waterfront landscapes as many of them contain industrial facilities*
 - *loss of openness as a result of blocked views to the water's edge and along the shoreline*
 - *loss of heritage features through dislocation or removal of heritage structures and the alteration of patterns of heritage landscapes.*
 - *encroachment on and loss of natural features*
- **utility/transportation corridors** - high voltage transmission lines, four lane expressways and rail lines have also had considerable impact on the scenic resources of the Waterfront. These corridors require major changes to topography, the removal of vegetation and the potential loss of heritage features and landscapes. These land uses introduce structures that are out of scale with the surrounding landscape, disrupt the patterns of landform and vegetation, and diminish the intactness of heritage structures and landscapes. Transmission corridors in particular have large viewsheds in excess of 15 km either side of the rights-of-way and can be seen for longer distances when viewed from the water and panoramic viewpoints. The perception of these corridors may include:
 - *the loss of integrity of harmonious rural and urban landscapes*
 - *the loss of distinctiveness of shoreline landscapes. Since these facilities tend to parallel the waterfront there are very few landscapes in which there is not a view of these features*
 - *the impairment of panoramic views. Hydro corridors in particular change the composition of views adding elements that detrimentally contrast with the natural and agricultural character of*

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Utility and transportation corridors overwhelm the scale of rural landscapes

surrounding landscapes

- *the impairment of heritage features and other traditional patterns of heritage landscapes.*
- **quarries and aggregate pits** - the visibility of quarries is often limited by the nature of the operation and remedial measures. However the visual impact after closure is still significant. Quarries change the landscape through the alteration of landform, the loss of vegetation and in some cases the removal of heritage features and changes to the patterns of historical landscapes. The processing plants of quarry operations tend to be more visible than the quarries themselves particularly if shoreline loading facilities are required. The perception of quarries may be:



Pits and quarries need to be more successfully integrated with surrounding landscapes

- *the loss of visual harmony of surrounding landscapes both urban and rural by overwhelming the scale of these landscapes*
- *the loss of continuity of the shoreline landscape where loading and storage facilities and the pit disrupt the shoreline landscape*
- *the loss of landscape distinctiveness as rural landscapes become more industrialized*
- *the loss of heritage resources.*
- **urban fringe development** - the growth of existing communities is constantly changing waterfront landscapes. The conversion of rural and agricultural lands to residential, industrial and commercial

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New development at the urban fringe should be sympathetic with adjacent features and incorporate elements of the surrounding landscape. There should be a larger buffer between the sewage treatment plant and the edge of the stream

landscapes alters the cultural patterns of rural landscapes. The boundaries between rural and urban become blurred with no clear structure or meaning. More compact communities, higher densities and greater control over strip development are to some extent curtailing this kind of change. Urban fringe development changes landform through mass grading, removes trees and very often removes or dislocates heritage structures and features. Much of the new suburban development is very similar from community to community. Entrances to communities are often characterized by hectares of surface parking, commercial strips and shopping malls. The perception of such areas may include:

- *lack of harmony and visual integrity resulting from*

a collage of competing land uses and communities

- *loss of visual diversity and community identity. Each community becomes characterized by a sameness that diminishes the overall diversity of the waterfront*
- *loss of diversity of scenic roads as strip development dominates the suburban landscape.*
- **residential development** - there are three types of residential development which have the greatest potential to change waterfront experiences. These include high rise residential, rural estate residential and shoreline strip recreational residential.

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high rise residential - for the purposes of this study, high rise residential includes any housing form that exceeds the canopy height of mature trees. Such development requires the mass grading of sites, the removal of existing vegetation and in many cases the removal or dislocation of heritage structures and landscapes. Highrise development introduces structures that in form, scale and massing dominate adjacent neighbourhoods and dominate the scale of natural enclosures associated with river valleys, river mouths and other shoreline landform. The worst high rise designs introduce structures that contrast in colour, form and detail with surrounding architecture. The visibility of these kinds of structures can be in excess of 8 km depending on height, massing and colour, particularly if they are in close proximity to the water's edge. The perception of these structures may include:

- the loss of neighbourhood harmony if high rise is randomly placed in low rise development
- the obstruction of views to the water creating a sense of physical barrier to shoreline access



High rise in every community along the Waterfront would create an undesirable sameness in the visual character of the shoreline

- the alteration and impairment of historical areas through the loss of scale, proportion and the blocking of views to heritage landmarks.

rural estate and subdivision residential - changing economics and the need to be more efficient in agriculture has made large areas of rural countryside less viable in terms of traditional farming practices. A demand for a country lifestyle has put pressure on rural communities to accept more and more non-farm rural residential. This housing type generally requires major regrading of sites for building lots, septic tile beds, access roads, amenity areas, etc. Homes are often located on high topography to take advantage of views and new patterns of vegetation are introduced through plantation planting and decorative



Conventional suburban street patterns do not always provide neighborhoods with the best public access or visual connection to the waterfront

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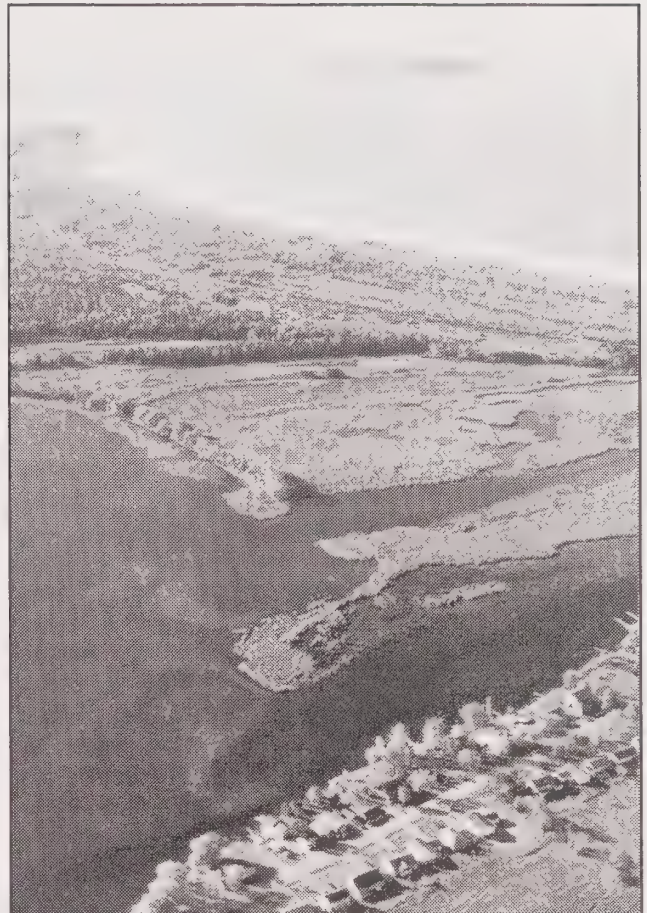
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landscaping. The perception of this type of development may include:

- *the loss of harmony and visual integrity of rural communities*
- *the loss of landscape diversity as lines between suburban areas and rural areas become blurred*
- *the loss of cultural and natural heritage landscapes through the alteration of settlement and drainage patterns*

shoreline recreational residential - the shorelines of the Great Lakes have provided the residents of Ontario with opportunities to own waterfront properties and to enjoy a recreation landscape. In meeting the demand for this type of land use some shorelines have been overwhelmed by large concentrations of strip cottage development. These developments have dramatically altered the visual appearance of shoreline vegetation particularly in areas where storm beaches, fore dunes, back dunes and wetlands are located. Although not as significant, some of this type of development has also required significant regrading of slope and shoreline landform to accommodate building sites and septic beds. The perception of this type of development may include:

- *loss of visual diversity of the shoreline landscapes as strip development dominates the waterfront*
- *loss of integrity of adjacent rural landscapes*
- **agriculture** - traditional farming practices are being replaced by more efficient ones to survive in an increasingly competitive world economy. The change to greater mechanization puts pressure on farms to tear down antiquated structures, and to remove hedgerows, windbreaks, woodlots and domestic orchards. The same economic pressures cause farmers in many cases, to abandon uneconomical acreage or to drain and cultivate wet pastures, swamps and other marginal areas. These pressures are causing a number of changes to the appearance of rural areas and rural communities. Wooden farm buildings are disappearing and being replaced by a variety of uninteresting metal clad structures. The cultural pattern of rural vegetation characterized by a variety of patterns of roadside trees, windbreaks, hedgerows,



Continuous strip cottage development can diminish the visual character of the shoreline

woodlots and wetlands is changing. The perception of these changes may include:

- *loss of harmony of rural landscapes*
- *loss of rural heritage structures and landscapes*

It is acknowledged that many of the changes described above seem inevitable and beyond the management of individual communities. The problem is the cumulative effect that all of these changes are having on traditional landscape patterns and character. No clear patterns of character are emerging to replace the quality of waterfront landscapes we have come to enjoy. Communities must develop a collective image of what they would like their communities to be and find mechanisms to achieve that image and identity. Chapter 5 provides some approaches to this problem.

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Abandoned agricultural landscapes are evolving back to a more natural character in many areas east of Cobourg. The evaluation should be supported by restoration programmes which assist land owners.

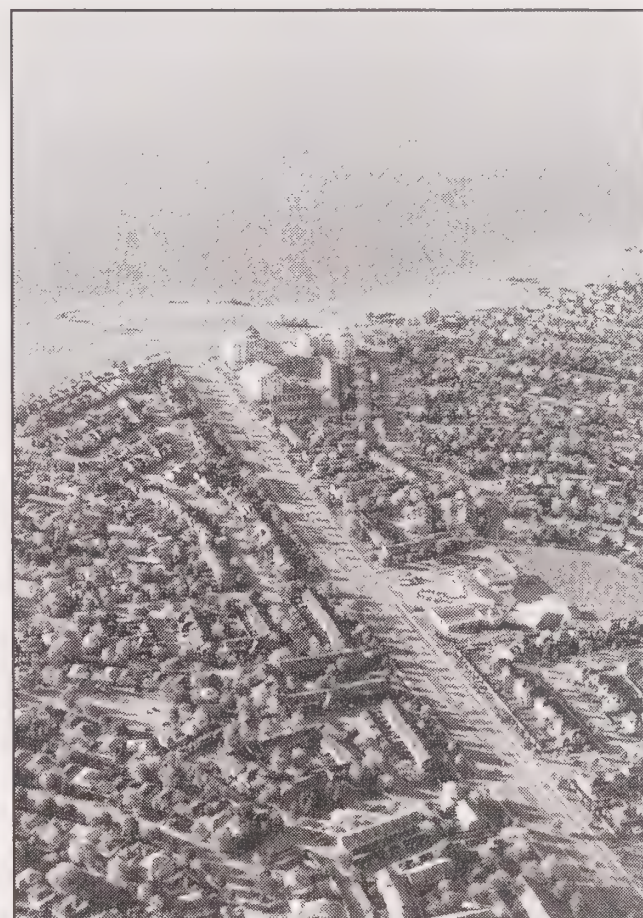
4.4 Evolving Landscapes

Some landscapes along the waterfront are changing as a result of natural regeneration. In many cases this is a result of farmland having been abandoned because of poor soil, uneconomical acreages and the loss of markets for such products as tobacco. The natural evolution of landscape affects significant areas along the Lake Ontario waterfront and will change the appearance of many landscapes in the Colborne, Brighton and Trenton areas. Although much of this change is inevitable and even desirable, there should be some concern raised about the loss of important cultural and heritage landscapes particularly those associated with such important places as Carrying Place, the Trent Severn Valley and parts of the Murray and Northumberland Hills.

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5.0 MANAGING CHANGE TO WATERFRONT EXPERIENCES



Communities east of Toronto such as Ajax have preserved scenic resources through the acquisition of public open space along the Waterfront

5.1 Introduction

This chapter focuses on the methods of protecting waterfront experiences. Although experiencing the waterfront is achieved through the senses of sight, touch, hearing, and smell, for the majority of people the visual experience is the most informative and the most plannable. It is not surprising therefore that the majority of planning precedent deals with the management and protection of scenic resources.

5.2 Protection of Waterfront Experiences

The conventional approach to scenic resource planning often results in a lopsided process in which the majority of effort is spent addressing specific issues on a project by project basis. *What impact will this development have on the waterfront landscape?* It is important to balance these kinds of discussions with the broader discussions of how to maintain the overall visual character of waterfront as identified by the visual units described in Appendix 1. The following section attempts to address scenic resource

protection on a regional level.

5.2.1 Managing Landscape Character

In order to properly protect scenic resources, waterfront communities require some form of coordinated policy to ensure that visual issues concerning the waterfront are addressed at all levels of planning. There are a variety of mechanisms available to communities to address aesthetic issues on a project by project basis through site plan control and zoning as discussed in Section 5.3. The more difficult problem is finding precedent for region wide policy that will address landscape issues that cross municipal boundaries as well as the cumulative effect of a number of local decisions that could determine the character of the waterfront.

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Future development must be more responsive to the visual character and patterns of the landscape

There are some precedents. The State of Vermont has a land use regulatory act, Act 250 (criterion 8) which requires:

... that a proposed development will not have an undue adverse affect on the scenic or natural beauty of the area, aesthetics, historic sites or rare or irreplaceable nature areas.

In a subsection of this legislation the intent of the Act is further clarified. It states that:

Products of the land and the stone and minerals under the land, as well as the beauty of our landscape are principal natural resources of the state. Preservation of agricultural and forest productivity of the land and the economic viability of agricultural units, conservation of the recreation opportunity afforded

by the state's non-renewable earth and mineral resources, and protection of the beauty of the landscape are matters of public good. Uses which threaten or significantly inhibit these resources should be permitted only when the public interest is clearly benefitted.

This policy allows conditions to be applied to a development to control unreasonable or unnecessary adverse effects on scenic resources on a state-wide basis. The state has developed a set of guidelines that assists local governments in their assessment of what constitutes a significant threat.

Another example comes from Ontario's own Niagara Escarpment Act. One of the objectives stated in the Act is:

... to maintain an open landscape character.



Visual information can be used to guide decisions about new development

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This objective is used to control the visual impact that proposed development might have on highly visible areas within Niagara Escarpment boundaries. Visually prominent areas have been mapped for strategic parts of the Escarpment and this mapping is used to direct development away from these areas. This NEC policy coordinates the effort to protect a regional landscape from community to community.

It is essential to recognize that the scenic resources of the Lake Ontario Waterfront are not defined by individual municipal boundaries. The sensitivity of Waterfront scenic resources requires cooperation between local municipalities to ensure that the overall landscape character is protected. If adjacent municipalities coordinate their policies with respect to scenic resources, it would ensure that there is some consistency in protecting

the natural and cultural patterns that create waterfront experiences.

5.2.2 View Protection

Two recent Ontario Municipal Board decisions demonstrate the complexity and current regulatory difficulty in addressing view protection.

In 1992 an OMB decision concluded that in order to protect a specific view, the concerned observer must own the view. Mr. A. J. L. Chapman and Mr. W. R. F. Watty concluded in a decision concerning views from the Rouge Valley Park of a high-rise apartment that:

The proposition being put forward really amounts to this - if you see it from the valley, you can't build it...



A spectacular view from above Frankfort looking south along the Trent Severn to the Bay of Quinte

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The protection of shoreline views is important to waterfront experiences. Publicly recognized views should be protected. Public ownership of these views through parkland acquisition guarantees that scenic assets of the waterfront will be preserved.

But even if the enjoyment of the future park is diminished for some people as a result of construction on the subject site, we find, that on balance ... any visual impact on persons using the valley cannot be considered unacceptable from a planning point of view.

It has been said, and unfortunately I have been unable to find the case, that there is no property in a view, meaning as I understand it, you have no eternal right to a view unless you buy it...

In this particular case, the hearing officers did not agree that a development should be restricted or modified to protect a contextual view that might detrimentally affect the visual experience of those using Rouge River Valley.

In a 1995 O.M.B. decision, Mr. D.S. Colbourne concluded that a condominium development along the Niagara River should be modified to protect a specific view across the river. In this case, the hearing officer expressed concern that the affected view had national significance. The following summary highlights the rationale for the decision:

In this matter the community is not just the owner, the Council and those who support them and/or those members of the Conservancy and others who oppose, but there is a national perspective. This aspect was not, however, represented to the Board in any meaningful way in this extremely adversarial setting due to the very parochial evidence of the opposing parties. This perspective is, however, I believe,

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present in the words of the various policy documents enacted over the years by the Councils of the time which the Board intends to draw upon in this decision.

Any redevelopment of any nature, whether residential or commercial, on this site, will impact in some way upon the cultural landscape and ambience of this section of the river front. Any kind of development will be seen from all vantage points. It is a prominent site.

...Those witnesses relying on the historical importance referred to the mass or bulk in connection with the various views which, for the most part, were from the land across and out from the Town. This site's exposure to the water is obviously significant from a mainland perspective as it is from the perspective of the other Fort (Fort Niagara) and those travelling the river.

... The Board has decided to deal with building mass as against the market driven demand for units (density). It is the mass which impacts all of the views and obviously not whether or not there are 106 or 66 to be contained in the same mass. In this instance it is size which determines all aspects of compatibility.

The problem with the latter, of course, is the height of the parking podium. The height of that structure is unavoidable because of the requirements of M.N.R. Nevertheless, the parking structure is appropriate. The evidence supports that surface parking, for all other viewing reasons, is inappropriate...

I believe a condominium structure that adequately addresses the view issues is appropriate for development on this site.

The evidence convinces me that the structure at four storeys is too high to properly provide for the view Fort to Fort. Although the river would be part of the view peripherally, the proper framing of that view, I believe, requires a view of the river below the American fort. That can be accomplished by setting the actual height at what an actual three storey building requires (27-33 feet) and not a three storey building measured in the by-law terms.

Part of the view from the Fort and from the residences

on Byron Street towards the river will include roofs. Two flat expanses of roof would, I believe, detract from the view. This aspect of compatibility can also be handled by the site plan process.

Of major importance to the ground level views are the setbacks from Ricardo Street and the change in side yard...

The setbacks from the river have been increased for two reasons. What is described as the south building has, in part, been set back for reasons of the view by the adjacent landowner Walker. For the same reasons, it is also obvious that landscaping and the inner marina requires additional setback. Those setbacks are appropriate.



Street end views of the waterfront are important to many older residential communities and should not be impaired with hydro lines and other obstacles

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As to the view between and around the buildings, the height of the parking podium at the Ricardo Street frontage is a fixed item. Given the podium height, I agree with Mr. Riepma in that respect that the setback from Ricardo is important. He recommended 20 m. in his report of that time, and By-law 500-GG-91 stipulates 17.6m. The setback from Ricardo Street, to allow for the greatest potential for a view between the buildings, always recognizing the proposed landscaping, should be at least 17.6m. The southeasterly side yard should be 7.2 m.

In this latter case, the hearing officer not only concluded that the public had a legitimate interest in the view, but that the development should be modified to protect that scenic resource.

Clearly municipalities cannot own every view in which there is a public interest or which benefits people's perception and understanding of the waterfront. As a first step, it is important for municipalities to identify the views that are *publicly recognized assets* and map these as part of an inventory of scenic resources. Metro Toronto has completed this as part of their Waterfront Plan. The views identified in this study provide a good starting point for other municipalities wishing to initiate a scenic resources inventory.

Methods for protecting views include:

- **zoning by-laws and site plan control** - these can be used to protect some critical views by determining building height and massing. The City of Guelph has a zoning by-law that protects view planes to the historic Church of Our Lady from streets and other prominent observation points in the downtown. Scenic easements are not used extensively in the province of Ontario but may provide another mechanism for protecting specific views. These easements would work much the same way as conservation or heritage easements, where air rights are purchased or exchanged for some other benefit to the land owner.
- **siting of new development** - new development should be located and designed to protect public views from parks, residential streets, street ends, scenic highways and other public view points to and along the shoreline. In particular high rise buildings should not



Panoramic views of the waterfront from publicly recognized viewpoints should not be blocked by new development



Industry should be properly sited and screened to protect views along the waterfront

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be permitted where they will block publicly recognized view points.

- **lookouts** - public viewing locations should be identified and developed as lookouts along major roads, scenic routes, pedestrian trails and open space.
- **signage placement** - the placement of signs and ancillary structures that obstruct public views to the lake should be prohibited.
- **hydro, telephone and cable lines** - should be located on the opposite side of the road to the feature being viewed where roadways closely parallel the shoreline or where there are panoramic views.
- **undergrounding utilities** - low voltage hydro lines should be placed underground at publicly recognized viewpoints.



Views in rural areas are important to local residents and tourists and should not be impaired by hydro lines

5.3 Generic Guidelines for Managing Visual Changes in the Landscape

The following guidelines suggest approaches to specific types of development on the Lake Ontario Waterfront. It should be noted that each situation has its own special conditions. The guidelines must be sensitively applied to respond to local conditions.

5.3.1 Residential Areas

Much of the Waterfront west of Bowmanville is bordered by residential development. New residential development will continue to occur as infill within older neighbourhoods, within sites being converted from other uses *ie.* railway lands and along the suburban fringes of growing communities. In the foreseeable future, most of the latter type of residential development will occur in communities from Pickering east to Bowmanville. Much of the existing residential development is single family dwellings, townhouses and low rise three and four storey apartments. As the landscape in these types of neighbourhoods matures, this low rise development tends to have minimal impact on the scenic resources of the waterfront. Neighbourhoods such as South Aldershot in Burlington, Mimico in Etobicoke, the Beaches in Toronto and along the bluffs in Scarborough appear as mature woodlots from shoreline areas and from offshore. Views to the Waterfront from within these neighbourhoods are limited and more effort is required to provide both visual and physical access to the shoreline.

High rise development is scattered along the waterfront often in concentrated areas and occasionally as individual buildings. High rise development that exceeds the height of mature trees has the highest potential to alter the scenic resources of the waterfront.

Residential Infill to Established Areas

- **community character** - residential infill should be designed to reflect the unique visual and environmental characteristics of established neighbourhoods and the landscape units in which they are located. At the same time, conformity should not lead to visual monotony of repetitive architectural solutions. New designs should be sufficiently diverse in terms of scale, height, massing and detail to provide a harmonious montage of styles.

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Maintaining heritage homes along the waterfront is important to every community.



New infill that responds to local architectural styles in its form and in its materials will reinforce the character of existing neighbourhoods



The sensitive renovation of older waterfront homes can complement existing neighbourhoods



New infill should open up public views and access to the shoreline

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- **existing vegetation** - residential infill should maintain as much of the existing vegetation of a site as possible particularly adjacent to the shorelines, stream valleys and existing roadways.
- **cul-de-sac infill** - infill structured around cul-de-sac streets should maximize the amount of visual access to the waterfront from residences and adjacent public streets.

New Low Rise Residential (equal to or below mature tree canopy)

- **existing vegetation** - new low rise residential should protect the existing vegetation of a site as much as possible particularly immediately adjacent to the shoreline, drainage courses and roadways.
- **set backs from top of bank** - in addition to setbacks required for safety and erosion reasons, further setbacks from shoreline bluffs and steep banks may be required. Cliff top structures should be set back from the edge of bank sufficiently far to ensure that the structure does not infringe on views from beach areas except in locations where existing structures on adjacent properties have established a standard setback line. New structures should be located no closer to the bluff's edge than the adjacent structures and where no structures exist, setbacks should be established such that the front elevation of the structure is below the site line from the low water mark.
- **sensitivity to topography** - structures should be sited and utilities installed to conform to the natural



Locating residential development back from the waterfront will protect views and provide for future public facilities along the shoreline

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topography of an area. Mass grading of lots and entire subdivisions along the waterfront should be discouraged. Housing styles should be chosen to reflect the slope characteristics of existing landforms.

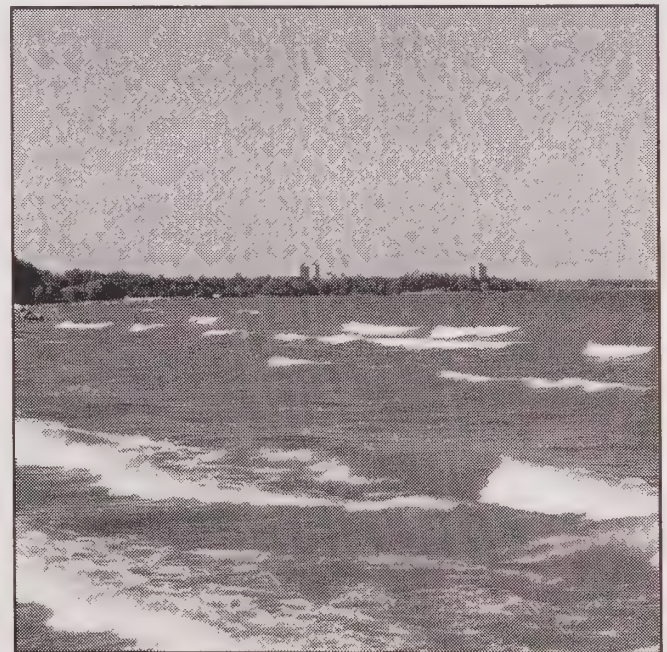
- **scenic areas** - in areas recognized as highly scenic, new residential development should be subordinate to the character of its setting.

New High Rise Residential (above tree canopy)

- **concentration of high rise** - high rise development should be clustered in planned concentrations along the waterfront and not scattered individually or randomly along the shoreline.
- **topographic high points** - high rise should not be located on regional or local topographic high points. Whenever possible high rises should be backgrounded by landform, vegetation or other high rise development.
- **sensitivity to topography** - the massing of high rise should conform to topography whenever possible. High rise which is immediately adjacent to steep slopes and river valleys should step back gradually both to preserve lateral views along the shoreline and to provide more residents with views to the water. Buildings with three sided courtyards and an opening toward the shoreline provide an interesting opportunity in terms of facilitating views and visually connecting residences with adjacent streetscapes and open space.
- **siting of high rise** - it is usually preferable where major roads or neighbourhood streets parallel the shoreline in close proximity (within 300 to 600 meters) to the shoreline to locate high rise on the side of the road opposite the shoreline.
- **vegetative screening** - as a rule high rise should be screened from the waterfront by some type of vegetation screening. The exceptions to this include:
 - areas along the Toronto core area waterfront where the dramatic edge of buildings is already the predominant character.
 - nodes of development associated with marinas and the intensive waterfront activities where buildings



High rise development that exceeds the height of mature trees can impact the scenic resources of the waterfront



A continuous row of high rise development along the waterfront would be unacceptable. Concentrating large buildings into strategic areas is more appropriate

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help to define edges and create *urban* waterfront spaces.

- where commercial downtowns are immediately adjacent to the water's edge.

- **view planes to historic buildings** - high rise should not block view planes to historic buildings or other cultural landmarks from the water's edge.
- **historic districts** - high rise should not be located in historic districts or well established older neighbourhoods.
- **roof and penthouse design** - although there are no specific guidelines for roofs and penthouses of high rise, designers should be sympathetic and contextual to adjacent buildings both in form and height as well as view planes.



New industrial development should allow more substantial set backs along the shoreline to protect views from public places and from off shore

5.3.2 Industrial Areas

From a visual point of view, it is preferable that heavy industry not be located along the shoreline particularly in the rural areas east of Bowmanville. This part of the Lake Ontario Shoreline has remained relatively free of industrial development with the following exceptions: Ontario Hydro at Wesleyville, Cameco in Port Hope, GE Plastics at Cobourg and St. Lawrence Cement at Colborne. When industries are considering shoreline locations for siting highly visible complexes, they should be encouraged to demonstrate that their particular industrial processes are shoreline dependent. This means that access to large quantities of water or port facilities are critical to their production process.

Where industry can demonstrate its shoreline dependency, the following visual guidelines should be considered:

- **screening** - shoreline dependent industry should provide adequate vegetation buffers between industrial buildings, storage areas, parking lots and the top of bank.
- **colour** - industrial complexes should be painted in darker colours, preferably green, blue, grey, etc. to ensure that structures exposed to the waterfront blend with the surrounding landscape.
- **height** - where possible structures should be designed



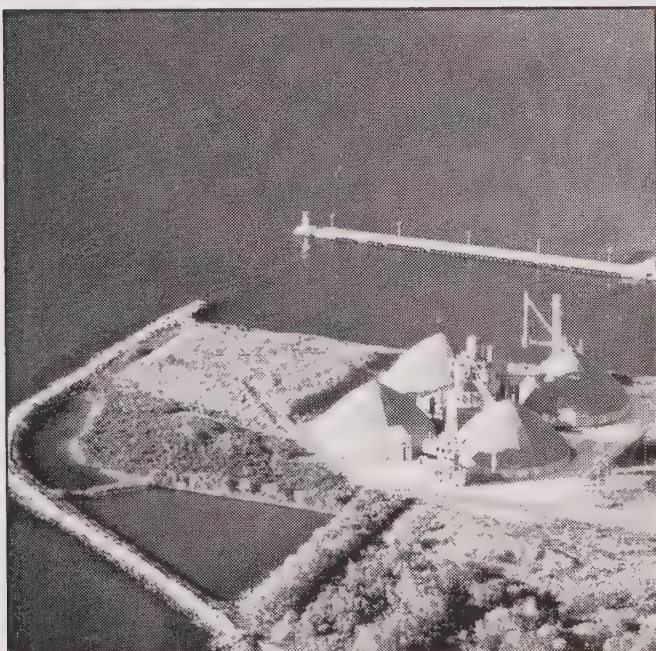
The height and colour of industries along the shoreline is important in terms of minimizing their visibility

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as low profile as possible avoiding unnecessary structures that exceed the height of mature vegetation.

- **scenic areas** - industry should not be located in areas recognized for their scenic value or as natural landmarks. i.e. shoreline bluff areas, river and creek mouths, recreational boat harbours, etc.
- **publicly recognized viewpoints** - industries should not be located where they will block recognized viewpoints from roads, parks and other public lands.
- **site planning** - industries can enhance the overall appearance of their operations by giving consideration to the form and massing of large structures, in terms of their relationship to public roads and the shore; by locating storage away from public access; by screening storage areas with perimeter berms and vegetation; by setting security fences behind vegetation screening; and by planting large blocks of trees in vacant lands even when those lands are intended for future expansion.
- **landscape design style** - industry can enhance the appearance of the landscape by planting native species in relationship to adjacent natural landscapes and restricting manicured landscapes to essential areas



Unlike this example, industry can be successfully screened along the water's edge if proper measures are taken

associated with employee activities, corporate images and other public functions.

- **community character** - industry can contribute to waterfront locations by ensuring that streetscapes are inviting and contribute to an overall image that the industry cares about the visual character of the community in which it is located. Industry can demonstrate through the appearance of its site its willingness to be a good corporate citizen not only through the provision of employment and revenue but also through its willingness to enhance the quality of the visual environment for its employees and the public.

5.3.3 Commercial Areas

Commercial areas on or near the waterfront are encouraged to acknowledge their unique shoreline settings by developing distinctive qualities that exploit their waterfront locations and create unique identities from one waterfront community to another.

The following guidelines are divided into two categories to address both existing commercial areas and new commercial areas. The existing commercial area category is applicable to those communities which already have commercial areas on or near to the waterfront. These include Burlington, Bronte, Oakville, Port Credit, Toronto, Port Hope, Cobourg and Trenton. The new commercial category applies to communities that have emerging commercial areas as a result of new growth or the redevelopment of obsolete land uses.

Existing Commercial Areas

- **waterfront streets** - there are several communities with commercial core areas two or three blocks removed from the actual shoreline, i.e. Burlington, Oakville, Port Credit, Port Hope, Cobourg. The streets connecting these commercial areas to the waterfront are very important in terms of creating unique shopping experiences that capitalize on the waterfront setting. In order to encourage pedestrian movement and to strengthen the linkage between waterfronts and commercial areas, the following guidelines are recommended:

- connector streets require special treatment in terms of paving, lighting, street trees, and pedestrian

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This streetscape in Cobourg shows how shoreline communities can visually distinguish their waterfronts

amenities. There should be common streetscape elements and a consistent "design vocabulary" that connects waterfront areas to adjacent commercial areas.

- streets which link business areas with the waterfront should provide continuous street level activity avoiding large blank facades, surface parking lots or barriers to pedestrian activity.
- connector streets should be accented with special features that provide focal points at the ends of the streets or at important intersections. These could include: special features on buildings, waterfront pavilions, sculpture, lookouts, floral display, piers, gateways, fountains, sitting areas, etc.
- although it is recognized that street trees are important in commercial areas, consideration must be given to the long term effect mature street trees will have on views to the water and to important architectural facades. Streets that link the waterfront could incorporate street trees with high canopies or columnar shapes in order to maintain views to the water's edge. Street trees may not be necessary in some cases where architectural facades, lighting and

other features provide a cohesive streetscape character. Other waterfront streets should be dominated by street trees. Single rows of trees, arcades of trees in double rows and trees in central boulevards or medians create streets with memorable images. Trees can also be used in strategic locations to reduce extreme microclimatic conditions by providing windbreaks and shade.

- building scale and massing are extremely important on these streets. In most cases building heights and massing should become progressively lower and smaller as they approach the waterfront. Architectural forms should be determined by the need to maintain views to the waterfront through set backs, breaks in massing, building shape, ground level transparency, etc.



Cobourg has used special elements such as lighting, floral display and banners to create a unique identity

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◦ commercial and traffic street signs should be regulated in terms of size, location and illumination to ensure that waterfront views are maintained. Municipalities could provide pre-approved sign designs to ensure proper signage and reduce the length of time for approvals.

- **surface parking areas** - municipalities should be encouraged to eliminate or minimize the amount of surface parking between the waterfront and existing downtowns. In order to make waterfronts and commercial areas more cohesive, it is important to minimize the amount of land dedicated to parking and maximize pedestrian related activities and access.
- **hierarchy of public open space** - where existing commercial areas have the opportunity to redevelop

core open space, it is important to develop a clear hierarchy of public spaces. This hierarchy should include: well-defined streetscapes, small intimate sitting areas, and large civic open space that can accommodate special events and ceremonies. This hierarchy should also include natural areas where they can be logically linked to other natural areas.

New Commercial Areas

New commercial areas should maximize views to the waterfront as much as is reasonably possible. To support the emergence of distinctive shopping environments new waterfront commercial areas should encourage:

- appropriate form, height and massing - specific guidelines to control the form, height and mass of



A balance must be found between providing streetscape trees and maintaining views to heritage facades. Prominent historical facades should be exposed to the street while less significant facades can be tree lined.

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buildings including regulations that define view plane requirements, setback requirements, ground level transparency, open space requirements, etc.

- **surface parking areas** - surface parking should be restricted or minimized as much as possible. It is essential that waterfront commercial areas provide as much parking in structures as possible to avoid large unsightly surface parking. Where surface parking is required, special consideration should be given to screening and landscaping these facilities such that they are well integrated with surrounding buildings and open space.

5.3.4 Recreation Areas

The predominately flat topography of the Lake Ontario shoreline makes shoreline parks extremely important to the waterfront experience. Other shorelines along the Great Lakes provide dramatic views from a variety of public places because of irregular coastlines and hilly topography. Views to Lake Ontario are restricted to a very narrow margin immediately adjacent to the shoreline with occasional longer views provided from former Lake Iroquois shorelines, the Niagara Escarpment in the west and the Northumberland and Murray Hills in the east. Without prominent topography, the waterfront parks along Lake Ontario provide people with the best and sometimes the only opportunity to observe the shoreline's physical features, cultural events and natural phenomenon. For this reason, the location, distribution and size of parks is very important in terms of people's ability to understand and enjoy the Lake Ontario Waterfront.

- **windows-on-the-lake** - over time, many communities have acquired or created waterfront property for public parks and access. As successful as these programs have been, there continues to be a need to provide local public access at a neighbourhood level. Burlington's windows-on-the-lake program is an excellent example of how this level of access can be provided. It is the small street-ends and residential lot sized parks that allow residents of shoreline neighbourhoods greater access and therefore greater enjoyment of the lake as a scenic resource.
- **major public open space** - cities in the eastern portion of the GTA have acquired substantial properties as shoreline open space through direct acquisition, development agreements and other



Programs such as Burlington's 'Windows' initiatives can provide significant access with relatively small amounts of land in both rural and urban areas



Retrofitting older neighbourhoods with waterfront access and parks is an important community improvement

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New park facilities must be sensitively integrated with the edge condition of the shoreline. Although this facility is somewhat set back from the shoreline, additional vegetation is required to integrate the facility with the linear landscape patterns of the shoreline

planning mechanisms. Pickering, Ajax, Whitby, Oshawa, Bowmanville and Newcastle should continue to acquire and develop these shoreline properties for public access and use. This should be encouraged by all levels of government. In public hands the shoreline will contribute to the quality of life of these communities both as a scenic resource and as an investment in the ecological health of the community.

- **rural parks** - public access to the Lake Ontario Shoreline between Newcastle and Presqu'île is very limited. Consideration should be given to providing more public open space in this rural part of the Waterfront. The concept of windows-on-the-lake could be adapted to a rural environment providing

small scaled access points from the Lakeshore Road. This could include bluff sites, creek mouths, and limited access through agricultural areas with the agreement of landowners. In addition, consideration should be given to at least one additional major public park somewhere between Newcastle and Presqu'île.

- **vehicular access** - conventional wisdom in park design is to centralize parking areas and locate them at reasonable walking distances from park features such as the shoreline. This is an appropriate concept and for most situations provides a desirable park experience. However, one of the more exciting waterfront experiences is observing winter storms and winter views. For many people, particularly the

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elderly, winter walks along the shoreline are not feasible. Providing winter parking with shoreline views would be a desirable activity if it can be incorporated sensitively into park designs. This may require a seasonal approach to parking where a hard surfaced area can provide a dual purpose of pedestrian activity area during late spring, summer and early fall and temporary winter parking during off-peak winter months. In addition, communities are encouraged to provide shelters that would allow for storm watching in each of the four seasons.

- **waterfowl** - manicured parks provide excellent habitat for Canada Geese and other waterfowl. Turfed areas and easy access to the lake make ideal conditions to support large populations of waterfowl. The conflicts between waterfowl and human use are obvious. Some balance has to be achieved between accommodating waterfowl and providing for public use of larger turfed areas. Communities should continue to develop a cooperative strategy to control waterfowl populations.
- **naturalization programs** - there are many areas within our cities that can benefit from naturalization programs or graduated maintenance where some areas are left to naturalize on their own. These should be encouraged and supported by local communities. At the same time, not every manicured park is suitable for or warrants a naturalization program. Many manicured park landscapes are part of our cultural heritage and should be protected not only for the recreation and cultural benefits they provide but also as heritage scenic resources. The trend to naturalization should be guided by strategic priorities of what needs to be naturalized to achieve the optimum benefits to the ecosystem.

5.3.6 Rural Areas

Visual guidelines for rural areas are intended to reinforce the existing character of rural landscapes. The keen observer will recognize distinct patterns of fields, hedgerows, woodlots, natural areas and architecture that distinguishes one rural area from another. Although in some cases these differences may be subtle, it is worthwhile to continually re-create that character through the maintenance and management of the various elements that contribute to unique rural identities.



Parking lots immediately adjacent to the shoreline can provide people with winter viewing opportunities



Communities should continue to cooperate in finding effective methods for controlling waterfowl in urban parks

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As shown in this view of a farm landscape, rural heritage buildings should be retained and reused as much as possible. Where modern agricultural buildings are required they should be sensitively integrated with older structures to retain the character of heritage landscapes

- **roadside trees** - when rural areas were initially settled, sugar maples were used almost exclusively for roadside trees and farm lanes. In recent years Sugar Maples have suffered dramatically from natural diseases, acid rain, road widenings, deicing compounds, branch and root pruning for roadside utilities, and other related stresses. The total loss of sugar maples in rural areas would dramatically alter an important element of rural landscapes. The importance of these roadside and laneway trees is that they define fields, provide shade and canopy to rural roads, provide fall colour, frame views, and distinguish rural communities. It is recommended that communities encourage the replacement of sugar maples and other tolerant species along roadsides and laneways through stewardship, conservation and volunteer programs. Communities could also publish information about the importance of the roadside trees as part of the cultural landscape.
- **shelterbelts** - coniferous wind breaks are amongst the most important visual features of the rural cultural landscape. Although shelterbelts were initially planted to control snow deposition and protect residences and barns from wind, they also make a major contribution to the visual character of rural areas. The rows of evergreens form dramatic edges that define spaces around homes, barns, orchards, lawns, gardens, fields and small paddocks. This articulation of space integrates homes and barns into

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Replacing road side trees is important to the rural character of waterfront landscapes



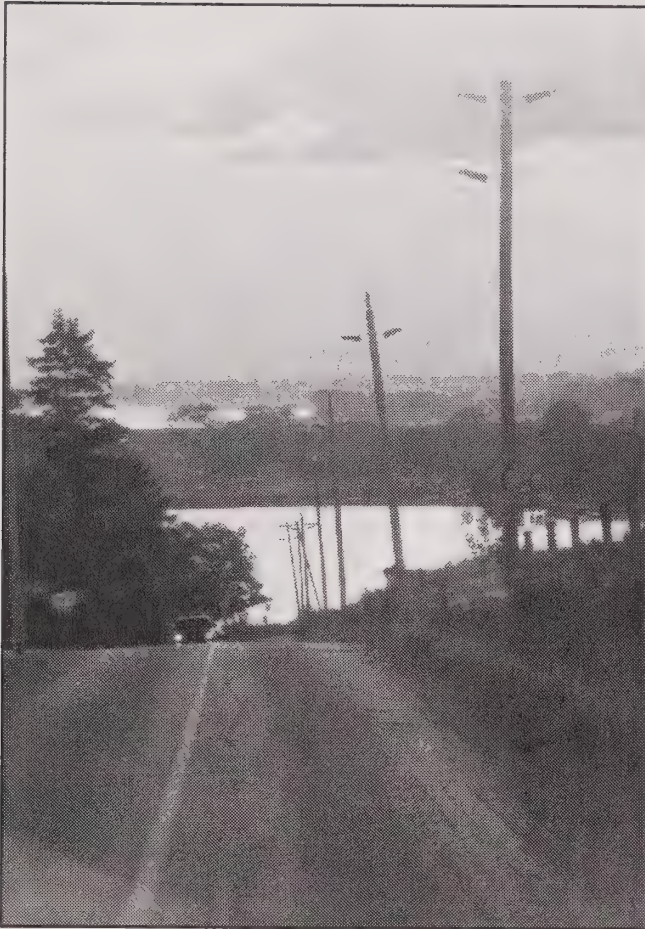
Replacing coniferous shelterbelts will maintain an important landscape element that defines the rural countryside

the rural landscape and creates a recognizable identity to rural areas. Norway Spruce were used almost exclusively as windbreak trees. Many of these trees were planted in the latter part of the 19th and early part of the 20th centuries and are reaching the point when they should be replaced. Again, it is important for rural communities to encourage landowners to replace shelterbelts prior to existing trees dying off. Community participation in stewardship and conservation programs and volunteer groups can ensure that this important cultural feature does not disappear from the rural landscape. It should be emphasized that use of Norway Spruce is also important. This elegant tree, with its long pendulous branching structure, provides a much more graceful solution to windbreaks than other evergreen alternatives.

- **relocation and undergrounding of rural utility lines** - pruning roadside trees to accommodate overhead utilities has, and continues to have devastating effects on the appearance of rural concessions and sideroads. Communities should encourage local utilities to develop strategies for relocating lines away from existing trees and giving consideration to alternative locations when it is recognized that proposed utilities will have significant impact on the mature size of roadside trees. Although it is recognized that undergrounding even low voltage utilities is more expensive, special consideration should be given to undergrounding utilities at panoramic viewpoints and along lakeshore roads which have direct views to the shoreline. A good example of this is the lakeshore road between Newcastle and Wesleyville. Consideration should be given to undergrounding, fence line alignments on private property or mid concession alignments where there are no continuous woodlots.
- **abandoned farmland** - there are many areas where farmland has been taken out of production due to poor soils, steep slopes or uneconomical acreages. Much of this land is reverting back to old field and other early successional plant communities. Landowners should be encouraged to initiate restoration planting, to facilitate the naturalization process and to accelerate the recovery of derelict farmland.
- **waterfront recreational residences** - east of Bowmanville the waterfront has remained very rural

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Rural utilities should be located to avoid disrupting views to the shoreline

in character avoiding the kind of strip cottage development that has characterized and in some ways spoiled much of the Lake Erie and Huron shorelines. Waterfront communities east of Bowmanville have an opportunity to protect this valuable scenic resource by clustering new recreational residential into concentrated areas designated for such use. It is recommended that shoreline communities identify specific locations where new recreational residences can be successfully integrated into shoreline topography in order to avoid continuous strip development.

- **estate residential** - there are a number of areas along the Lake Ontario waterfront where estate residential is changing the appearance of the rural countryside. Concentrations of large lot rural residences effectively

eliminate any sense of traditional agricultural landscapes. These new residences are often sited to take advantage of the best views from topographic high points and this pattern of settlement often contrasts with traditional settlement patterns. Rural estate residential often introduces incongruous elements such as mass graded sites, expansive lawns, exotic trees, and landscapes which are more typical of suburban and urban settings. Rural estate homes also introduces borrowed architectural styles that make no attempt to acknowledge local vernacular or traditional styles. The introduction of these features and the removal of hedgerows, trees, rail fences, stone piles, abandoned farm buildings, etc. fail to recognize the importance of traditional patterns of orchards, shelterbelts, laneways, woodlots and other landscape elements. Communities should take appropriate measures to understand the visual and other impacts that rural estate homes have on rural landscapes. If rural estate residential is deemed appropriate, communities should provide site planning guidelines which address regional characteristics associated with settlement patterns, topography, vegetation types and patterns, heritage features and architectural styles.

- **rural farm architecture** - it is important that people understand the significant role that regional architectural styles play in creating unique identities for rural communities. The repetition of particular styles of homes and barns if repeated often enough help to establish the character of an area. The roof designs of barns in the Brighton/Cobourg area is a good example of an architectural style that makes a significant and memorable contribution to the area. It is important therefore to maintain these features where possible through the maintenance of older structures and the introduction of new structures.
- **communication towers** - as our communication systems have become more and more elaborate so has the need for rural communication towers. Although the visual impact of a single tower is of little concern, the proliferation of several of these towers in a concentrated area or spaced at regular intervals along highways can have a significant visual impact. Rural communities should be encouraged to establish some guidelines to ensure that towers are not concentrated on high points that serve as visual landmarks for the community such as the Murray Hills in Northumberland. In addition towers should not be

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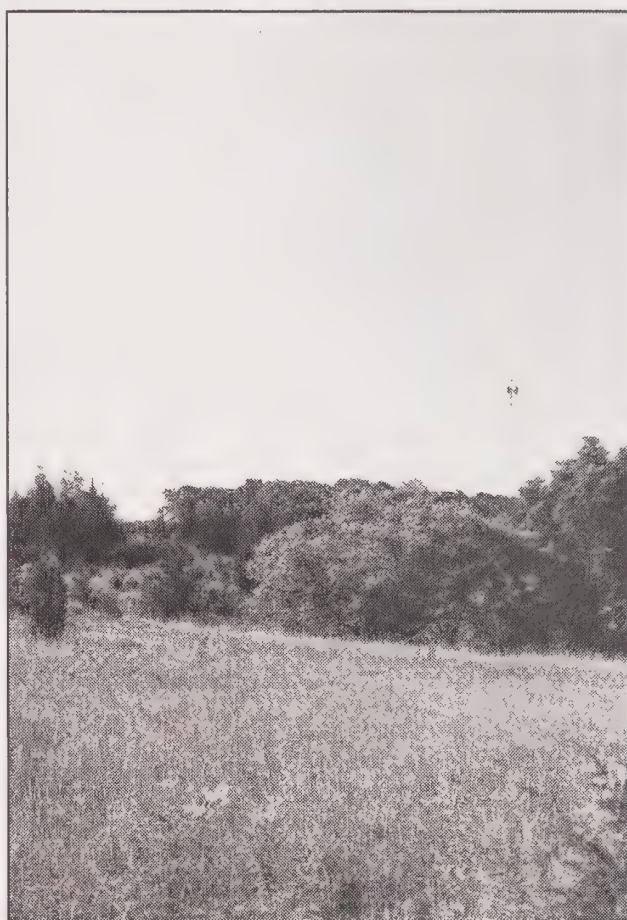
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Rural heritage buildings should continue to be maintained wherever possible

concentrated close to the shoreline nor should they be located within the view of panoramic lookouts.

- **overhead utilities** - high voltage transmission corridors have already made a significant impact on much of the Lake Ontario Shoreline. Hydro lines dominate the shoreline at Burlington, Etobicoke, Toronto Harbour, Pickering and east of Bowmanville. Although it is recognized that power generation is shoreline dependant and that cost, security and other land use issues determine transmission line location, the visual impact of future lines on the remaining scenic resources of the Lake Ontario shoreline should be of prime concern. Transmission lines that parallel the shoreline should be located in such a way that they do not dominate shoreline landscapes nor should they dominate the skyline along the high points of the



Communication towers should not be located on prominent rural landforms, such as this one in the Murray Hills

Northumberland Hills or the Murray Hills. Crossing north/south stream valleys also requires strategic siting to minimize the viewshed of corridors. Although it is recognized that concentrating lines along existing corridors further impacts areas already affected, the proliferation of lines scattered randomly across the landscape has even more severe consequences in terms of protecting the integrity of the scenic resources.

5.3.7 Historic Areas and Buildings

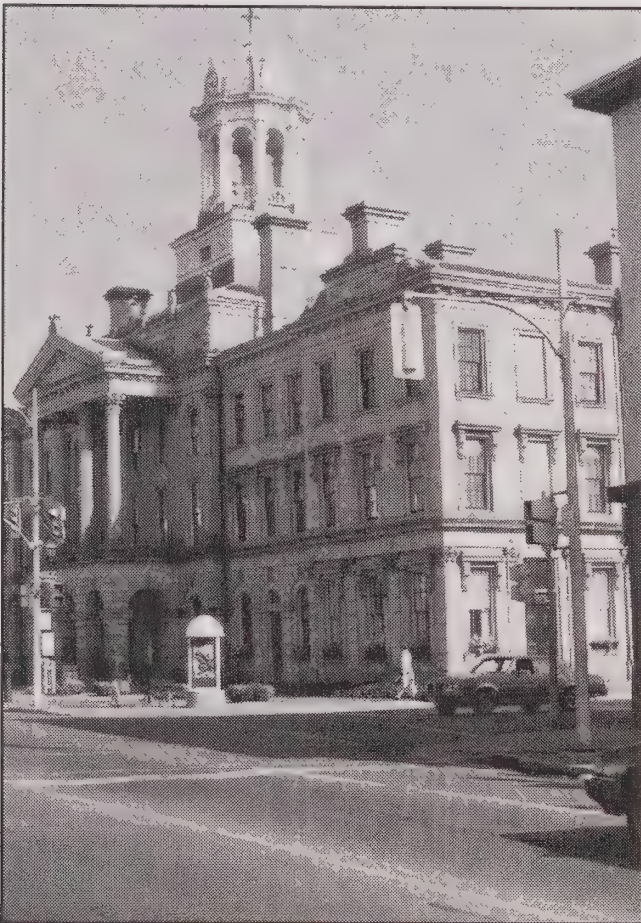
The Lake Ontario shoreline has a wealth of heritage architecture, districts and landscapes that make an enormous contribution to the experience of the waterfront and to the quality of life of those who live in and around these features. This inheritance has value beyond simple

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real estate. The inventory of heritage features connects us to the past allowing us to observe and understand events, people and the context in which these people lived. The cultural heritage of the waterfront also has real economic value in attracting tourism on a regional and international scale. Recognition of heritage features as part of the overall scenic resources of the waterfront is important and managing this resource requires vision as well as technical expertise. Mark Fram's 1988 book *Well Preserved, - A Manual of Principles and Practice for Architectural Conservation* offers a comprehensive guide to the restoration of historic areas and buildings. The following guidelines summarize those recommendations from the book that focus on exterior restoration.

- **historic landmarks** - there are several visually prominent historic buildings along the waterfront



Heritage buildings such as Victoria Hall are important features in attracting tourists to an area

which dominate or act as the focal point of specific views. Communities are encouraged to protect these structures and views to these structures from both land and water based viewpoints.

- **immediate views** - prominent building features should not be obstructed by new construction, landscaping or other site features which violate the historic planning of heritage properties. This is especially important for facades that face major streets or public open spaces.
- **site access** - historic entrances should be maintained in terms of lanes, driveways, sidewalks, alleys, and paths.
- **property definition** - historic property boundaries should be maintained wherever possible. If boundaries change, redefine the edges with their historic features - fences, vegetation, and so on - in a way that frames views into the property.
- **visual harmony** - new construction should correspond to and complement buildings on adjacent properties. A central tenet of architectural design has always been respect for context, for the visual fit of new work to its existing surroundings. This respect for context has meant 'fitting in' rather than 'standing out', being a good neighbour to existing buildings and spaces. Creating the property 'fit' requires an understanding of massing, building profile, the special rhythm of windows, proportion, scale, symmetry, proper use of materials, projections and setting. New work should also stand on its own merits visually. Additions to the plan of an historic building should be demarcated in elevations by clearly recognizable junctions between old and new.
- **night lighting** - communities are encouraged not to create visual spectacles of older buildings by over lighting them for special effect. Use traditional lighting and light levels that correspond to adjacent neighbourhoods and highlight special features of buildings such as towers, entrances, window casements, etc.
- **falsifying history** - property owners should be encouraged not to give storefronts and other facades a 'period' look antedating the era, status and locale of the original building. Historic re-creations should only be

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Prominent views to heritage buildings should be protected such as this example in Cobourg

implemented where it is appropriate to enhance the streetscape or district.

- **signage** - new signage should be appropriate to the design of building, respecting proportions, transparency, cornice lines and other facade features. Do not automatically remove all projecting signs. Determine if they are themselves important historic and character-defining features.
- **street trees** - many communities have introduced street trees into historic commercial areas. It should be noted that building facades make a major contribution to the visual appearance of the streetscape. Continuous rows of mature streets will eventually block views to visually significant buildings. In developing streetscape plans

communities should analyze the contribution that prominent architectural facades make to the streetscape and avoid planting trees that will block views to these buildings as those trees mature. (for more information see *Well-Preserved, A Manual of Principles and Practice for Architectural Conservation*, Mark Fram 1988).

5.3.8 River and Creek Mouths

River and creek mouths provide some of the Lake Ontario shoreline's most scenic areas. Complex landform features, large forested areas, ox-bows, storm beaches, small estuaries and wetlands, all contribute to an environment which most observers find visually exciting and attractive. Many of the river mouths also provide natural harbours and attractive residential development sites. This combination of natural environment and marine activity also creates desirable waterfront experiences. It must be recognized that these areas are sensitive to visual change. As many of the remaining natural river and creek mouths should be left in as natural a condition as possible and those that are developed should be sensitively designed to balance use with protection of the scenic and natural resources.

- **development setbacks** - in order to protect the scenic resources and waterfront experience of undeveloped river mouths, conventional floodplain and fill and construction setbacks may not be adequate to protect undeveloped river and creek mouths. Special consideration should be given to protecting these areas based on specific viewshed boundaries determined by views from within the valley basins. These boundaries should be established on a watershed by watershed basis and should protect the visual integrity of the river or creek mouth.
- **barrier beaches** - these fragile environments provide wonderful pedestrian experiences. Barrier beaches should not be developed under any circumstances.
- **forest cover** - where river mouths have been developed, it is important that these developed areas maintain as much forest cover as possible to protect both the ecological and visual integrity of river and creek valleys. Considerable effort and resources have been expended by waterfront communities and conservation authorities to protect watershed valleys. In order to make these natural linkages continuous to

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the lake, river mouth development should require the protection of all trees on steep slopes and the replanting of surface parking lots, streetscapes, boat storage areas and any other space that remains unused and can support some type of vegetation.

- **commercial and residential development** - river mouths are particularly sensitive when considering the scale, height and massing of residential or commercial development. The spatial enclosure associated with many river mouths demands smaller scaled and low profile structures to complement the natural landform. Stepped buildings and buildings with greater detail in their elevations tend to be more appropriate in these well-defined natural spaces. Buildings in river mouth areas must be designed to be viewed from all sides. Both commercial and residential buildings should be inviting the street, the waterfront and the rivers with the same sense of openness. Commercial buildings and buildings with underground parking should ensure that at grade floors create interesting pedestrian environments. There should be no blank walls, service areas, vehicular ramps and other features that detract from the pedestrian experience.

5.3.9 New Waterfront Architecture

There are no specific rules that can ensure that new architecture will enhance the waterfront. There are however some common characteristics which seem to repeat themselves in successful waterfront developments.

- **modular massing** - massing buildings in repetitive modules allows buildings to conform to existing topography and to be staggered along natural contours of waterfront landform.
- **building shape** - waterfront buildings should have complex footprints maximizing views from the interior of buildings as much as possible. Waterfront views from buildings can be maximized by creating open courtyards that face the water, by clustering buildings around small squares, by separating large masses leaving openings for views to the water and by creating upper floor terraces to allow views from adjacent structures.
- **“build to” planes** - promote the idea of buildings stepping back from the water’s edge or waterfront streets to allow better views and more lighting along



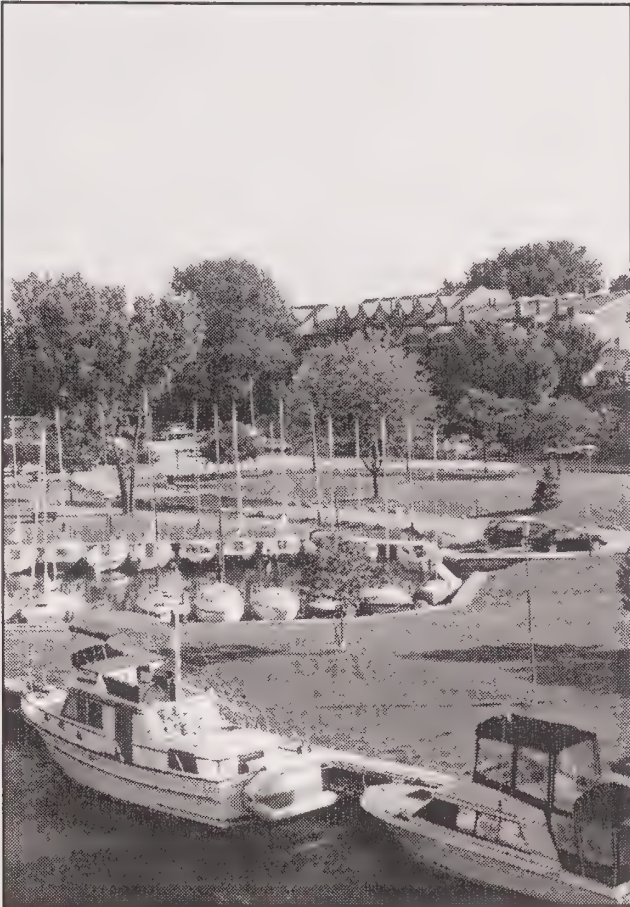
New development such as is shown in the right side of this photo should be set back from the remaining natural creek mouths



The scale, height and layout of new high rise should not visually dominate river mouths such as this example at the Credit River

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Low rise residential development is preferred adjacent to small harbours and public waterfronts as this example in Oakville harbour demonstrates

pedestrian paths and public spaces.

- **facade richness** - facades that are rich in detail complement waterfront settings. This can be accomplished with lofts, balconies, gables, cornice lines, colour, projecting and decorative windows, pronounced entries, terraces, planters, chimney expression, glass structures, railings, colonnades and other special features.
- **roof and penthouse design** - waterfront buildings deserve special consideration in roof design. The waterfront provides wonderful uninterrupted views of complete building elevations. For this reason, elevator penthouses, utilities and other rooftop structures should be creatively incorporated into the



Where high rise is necessary, buildings should respond to shoreline topography as much as possible and step down to the water's edge as does the low rise portion of this development



Development at the water's edge should respond to human scale and the special character of the waterfront as do the buildings in the foreground

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Taller buildings should step down to the waterfront as in this example on Queen's Quay in Toronto

buildings and not left exposed.

- **parking levels** - where possible parking levels should be below grade. Where parking levels are above grade, they should be designed in such a way as to create interest at street level or pedestrian levels. There should be no blank walls or featureless facades. Where possible landscaping should be used to screen or articulate parking levels. Access from structured parking should be pleasant, secure, weather protected, naturally light and well ventilated.
- **definition of territory** - grade changes, walls, fences, gateways, paving materials, etc. should be used to clearly demarcate public versus private spaces. Public spaces should appear inviting, friendly and clearly public. It is very easy to provide what is intended to be public space but design it in such a way as to



A four to five storey facade is preferable along streets adjacent to the waterfront

appear private and exclusionary.

- **landscaping** - landscape should be integrated into building designs and not appear "tacked on". Landscape and architecture should combine to define quality outdoor spaces. Trees should be layered against buildings to create depth and mass. Using vegetation as a decorative feature should be deliberate and forceful avoiding the appearance of veneer or applied ornamentation. Special features such as gateways, colonnades, extension of building walls, trellises, planters, etc. should be used to integrate buildings with their surrounding landscape.
- **historic features** - where there are historic features such as buildings, gardens, walls, etc., associated with new development, these should be incorporated into new architecture as much as possible.
- **microclimate** - the waterfront presents many different microclimatic conditions. Since the Waterfront from Burlington to Trenton runs predominantly east/west, buildings facing the waterfront have opportunities to create outdoor spaces on the east, south and western sides of new development. These spaces should be

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Unlike this example, building facades should be visually interesting along shoreline streets and adjacent to the water's edge

designed to extend their use during early spring and late fall by maximizing solar gain and sheltering from cooler prevailing winds. Primary pedestrian routes should also be weather protected where possible using canopies, colonnades and other architectural features. It should be emphasized that the north sides of buildings become particularly harsh in terms of winter use. North facing open space should incorporate ground level features to provide weather protection where possible.

- **lighting** - there are a number of considerations associated with the illumination of waterfront buildings and the sites around them. First, waterfront buildings should be adequately lit to ensure pedestrians feel safe and secure in the use of public open space. This does not mean over lighting space,

but ensuring that there are appropriate light levels along paths, at stairs and ramps, around entrances and sitting areas. Second, the phenomenon of reflection can create spectacular effects in the relationship between buildings and the water's surface. Not every building should be lit to create a special night-time effect however buildings in specific locations at the entrances to harbours, headlands or other prominent locations could be designed to enhance the night-time affect of the waterfront. Illumination should highlight special features, such as towers, building structure, sculptural roofs, cornices, entrances, decorative glazing, etc.

- **safety** - pedestrian safety should be the concern of every development. Outdoor spaces should be designed with every consideration given to proper illumination, barrier free access and defensible space.

5.4 Implementation Tools

There are a number of planning tools that can be used to protect, create or enhance waterfront experiences (see Table 2). It should be emphasized that the tools themselves do not guarantee sensitive planning and design. Communities must develop a collective image or vision of what they want their waterfronts to be. The process of developing this image is important. It takes a collective understanding of the physical opportunities of the waterfront, the physical constraints to development and the sensitivity of the natural and cultural features and processes of the waterfront to ensure proper management of shoreline resources. Understanding each of these will ensure that opportunities are harnessed to their optimum potential and that impacts of proposed changes are minimized. A collective image also requires a community dialogue. Through dialogue communities can develop a common set of values, goals and objectives that will guide waterfront changes.

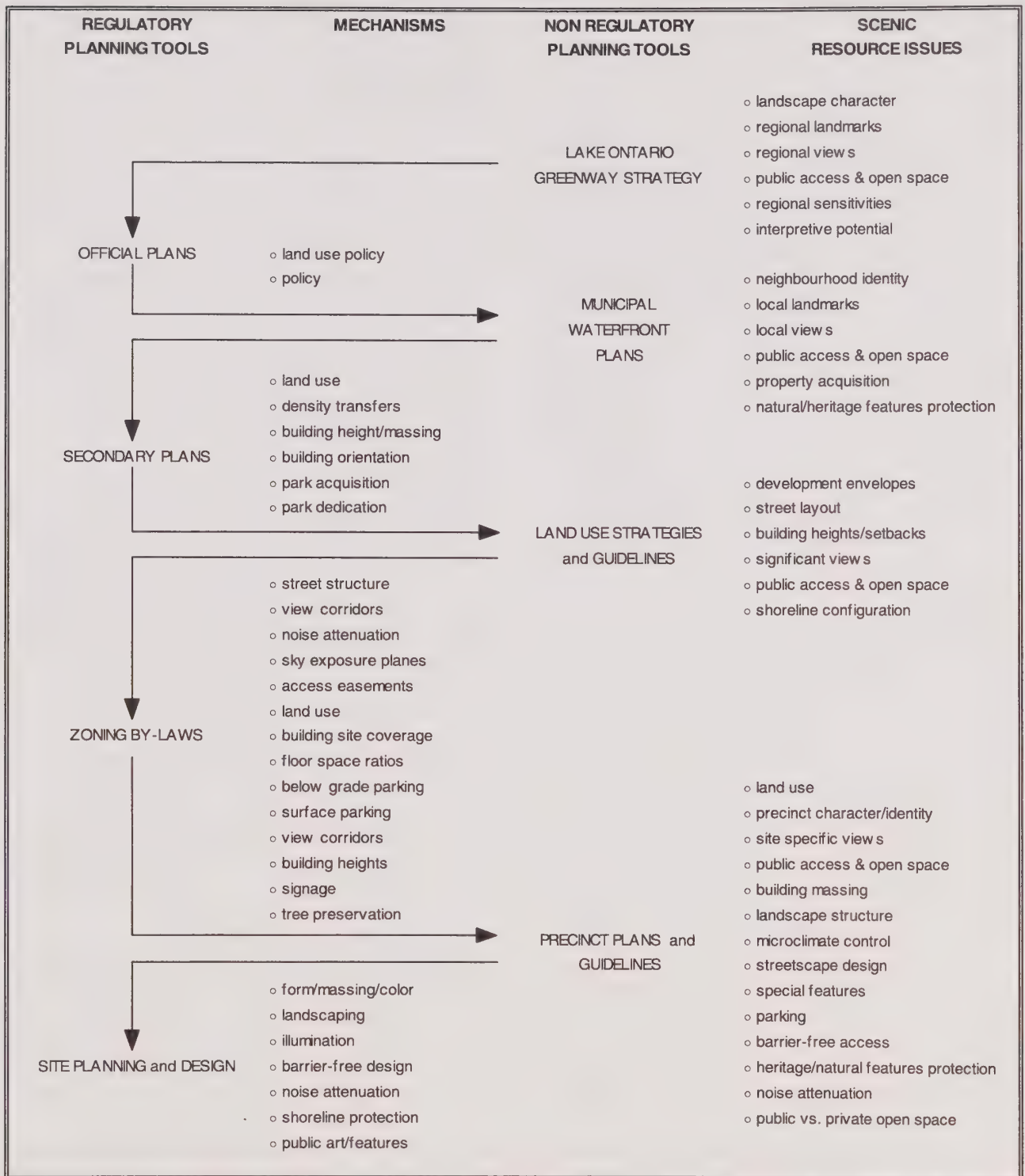
The following are tools for applying conditions to land use. Some have direct application to the protection of scenic resources while others are focused on different issues but in the process provide some measure of control or protection over waterfront experiences.

- **shoreline land acquisition programs** - public ownership of waterfront lands guarantees in perpetuity public access and benefit. Some waterfront communities have been very successful in land

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TABLE 2 MANAGING SCENIC RESOURCES



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acquisition programs and are encouraged to continue these efforts. All waterfront communities and in particular those east of Toronto have tremendous potential through land acquisition programs to create a valuable public asset that will guarantee future generations a variety of waterfront experiences.

- **waterfront plans** - many shoreline communities have completed community-wide waterfront plans. These plans provide a framework for the management and redevelopment of established waterfronts and the management and continued development of suburban and rural waterfronts. Much of the emphasis of these plans is focused on recognition of opportunities and constraints and policy statements regarding environmental quality, public access and the development or redevelopment of parks, special areas and other public open space. In addition to the above, community based waterfront plans should identify and describe waterfront neighbourhoods. The description of each neighbourhood should include, the characteristics that make it visually unique, and the visual relationship each neighbourhood has with the shoreline.

These plans should identify local landmarks, access to the shoreline, viewpoints, scenic roads and pedestrian routes, heritage features, special land uses, facility, or other feature that directly connects the neighbourhood with the waterfront. Waterfront plans should nurture the diversity of neighbourhoods and encourage the development of unique identities.

At the same time, each community must recognize that the waterfront is a linear feature and each plan should provide some continuity from community to community. Although waterfront plans rarely have regulatory status, concepts and policies for these plans are incorporated into official plans. Official plan amendments may also acknowledge and respect waterfront plan policies.

- **official plans** - regulate all land use including waterfront lands. Some communities have designated shoreline areas as a combination of hazard lands and public open space. In many cases these designations protect both scenic and cultural resources. Official plans set out policy statements that incorporate policies from other supporting plans such as waterfront plans, tourism plans, natural area

protection plans, etc. All of these can influence the management and protection of scenic waterfront resources.

- **land use studies and guidelines** - prior to completing secondary plans and zoning changes, some communities have undertaken detailed land use studies. These studies are intended to be schematic, to analyze alternative land use scenarios and to select preferred options for future land use changes. This approach is most useful for the redevelopment of areas of obsolete land use or areas where special environmental issues need to be addressed. The issues which these plans address and which effect waterfront experiences include: establishing development envelopes, street layout (maintaining views to the water), building-heights, "build to" plans, significant views, public access, public open space and shoreline configuration. These studies rarely have legal status on their own but assist in the development of secondary plan policies in terms of general development, parks and open space, heritage, development standards and natural environment. Specific guidelines for street structure, building heights, "build to" plans, etc. can be appended directly to the secondary plans.
- **secondary plans** - can be used to establish a planning framework which in many ways determines both the functions and appearance of areas being developed or re-developed. Specific secondary plan policy and guidelines which can affect waterfront experiences include:
 - **land use designations** - secondary plans can influence the type of land use and in particular the mix of land use and activities at grade level that will draw people to the waterfront. By deliberately encouraging mixed uses such as recreational, institutional, commercial, cultural, entertainment and residential, the waterfront can be animated by providing a variety of waterfront experiences.
 - **density transfer** - through secondary plans municipalities can transfer densities from land required for public access, open space or public amenity areas to adjoining lands.
 - **building height** - secondary plans can be used to limit building heights to protect views from adjacent

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buildings, roads and public open space.

- **building orientation** - secondary plan development standards can encourage the development of building orientation to maximize views of the waterfront.
- **park acquisition and dedication** - secondary plans can determine the amount of public area required to meet public needs and also determine the most suitable location for that open space to provide public access and views to the waterfront and to meet other environmental requirements.
- **street structure** - the preliminary design of streetscapes can be encouraged through secondary plan policy and guidelines. The guidelines can determine building setbacks, "build to" lines, street wall height, mechanisms to control wind and setbacks for upper floors.
- **sky exposure planes** - are needed to determine the amount of sunlight that will penetrate to street level and public open space. Secondary plans can be used to determine the juxtaposition of building heights, massing and orientation.
- **view corridors** - where there are significant original or local viewpoints, secondary plans can define view corridors, or view planes to be protected through building height, massing and orientation policies and guidelines.
- **noise attenuation** - secondary plans can be used to control undesirable noise levels through the organization of streets, building locations, building height and other remedial measures.
- **access easements** - the requirement for public access can be determined by secondary plans where off-street access is required to shoreline locations.
- **precinct plans and guidelines** - after secondary plans have been approved some municipalities initiate on their own, or encourage large developments to undertake precinct plans. Unlike land use or secondary plans which address more quantitative issues, precinct plans emphasize the qualitative aspects of development. Through precinct plans a municipality can explore the complexity of how

development can take advantage of the unique qualities of waterfront settings. Issues to be addressed should include:

- **precinct character and identity** - should address the contextual issues of new development. Is there an existing pattern of landscape character, built-form, natural features or other cultural phenomenon that the new development should incorporate or enhance from the existing waterfront? Should the new development create a new identity unique to its waterfront location?
- **site specific views** - the precinct plan should analyze views from the interior of buildings, balconies, porches, terraces, roof tops, courtyards, streets, public open space, head lands, piers, docks, and other shoreline features.
- **building massing** - regardless of building function does the massing of the building conform to waterfront landform, natural enclosures, views, etc.?
- **landscape structure** - how does tree massing and rows of trees help to define large public spaces, relate to built-form and articulate shoreline landform and other natural forest area?
- **special features** - what opportunities are there for public art, including sculpture, fountains, murals, gardens, etc. Precinct plans can create opportunity for these features.
- **other issues** - precinct plans can address streetscape hierarchies, different levels of pedestrian walkways, the hierarchy of public open space, microclimatic control measures, parking, barrier free access, noise attenuation and public vs. private open space.

Precinct plans are very valuable tools for exploring detailed design options without being limited by the specific problems of individual sites. The essence of a precinct plan would be to explore the public expectations of a waterfront site, with the intent of setting precedent and giving guidance to individual developers. Although precinct plans rarely have legal status, they can engage public and political debate about what the waterfront should accomplish at the neighbourhood and precinct level of study.

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- **by-laws** - there are several different kinds of by-laws that can affect waterfront experiences:

- **zoning by-laws** - zoning by-laws are enacted to meet the provisions policy, concepts and guidelines of secondary and official plans. Zoning regulations can be used to control the land use, density, height and setbacks of development as it relates to individual waterfront properties. Controlling density has the obvious impact of controlling the size of building that can be built next to the waterfront. Where appropriate, zoning by-laws could be used to control density along the waterfront in general or as they relate to specific features such as natural harbours, river mouths and large public open space.

Zoning by-laws can also be used to control the height of buildings as they relate to specific views of important features. This is particularly important where publicly recognized natural or architectural landmarks are concerned. Heights of buildings within designated view planes can be controlled to ensure that landmarks continue to play a visual role in views from public open space.

Zoning by-laws can also be used to define setbacks greater than those defined by hazard land legislation. Setback regulations are most useful as they relate to bluff shorelines, natural harbours, river and creek mouths, remnant natural areas and historic properties where both the composition and angle of view is important.

- **signage by-laws** - can be used to control the location size, illumination and style of signage. Communities can prepare pre-approved signage designs to reduce approval times.
- **tree preservation by-laws** - these regulations can be used to protect trees in established neighbourhoods from indiscriminate removal.

A questionnaire (see Table 3) was completed by municipal planners to identify current and proposed methods being used by waterfront communities to protect waterfront experiences. The results of the survey shown in Table 4 suggest that each community has adopted a variety of techniques suited to their own situations.

The ultimate test of how well these methods are working will require each community to establish a base line set of objectives through their waterfront plans and then monitor periodically if those objectives are being met and how effective the implementation tools are in meeting those objectives.

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TABLE 3
WATERFRONT EXPERIENCES
THE WATERFRONT TRUST

QUESTIONNAIRE

Which community do you represent? _____

Which of the following techniques has your community used or are planning to use to protect waterfront experiences:

	(Please Circle)	
	Yes	No
1. Shoreline Land Acquisition Programs Comments:		
2. Official Plan Policies Comments:	Yes	No
3. Waterfront Plans Comments:	Yes	No
4. Zoning Regulations <ul style="list-style-type: none"> ◦ densities along the shoreline ◦ height control ◦ set back requirements other than those required for hazard lands Comments:	Yes	No
5. Site Planning <ul style="list-style-type: none"> ◦ building form ◦ landscape requirements (vegetative screening) Comments:	Yes	No
6. View Protection to Specific Structures or Features <ul style="list-style-type: none"> ◦ view plan zoning ◦ scenic easements (purchase of air rights) Comments:	Yes	No
7. Design Guidelines Comments:	Yes	No
8. Design Review Panels Comments:	Yes	No
9. Hazard Lands Protection Comments:	Yes	No
10. Tree Preservation By-Laws Comments:	Yes	No
11. Signage By-Laws Comments:	Yes	No
12. Programs to Underground Municipal Hydro Lines Comments:	Yes	No
13. Formal Shoreline Protection Programs Comments:	Yes	No
14. Visual Simulations and Image Capture Comments:	Yes	No
15. Other Techniques or Comments?		

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TABLE 4
SUMMARY OF RESPONSES TO THE PLANNING QUESTIONNAIRE

QUESTION:

Which of the following techniques has your community used or are planning to use to protect waterfront experiences:

		Town of Ajax	Municipality of Clarington	Region of Durham	City of Etobicoke	LTRCA	City of Mississauga	Region of Peel	Town of Port Hope	City of Toronto	Burlington	Region of Halton	Town of Oakville	Town of Pickering	Metropolitan Toronto
Shoreline Land Acquisition Programs															
Official Plan Policies															
Waterfront Plans															
Zoning Regulations	densities along the shoreline														
	height control														
	set back requirements other than those required for hazard lands														
Site Planning	building form														
	landscape requirements (vegetation screening)														
View Protection	view plane zoning														
	scenic easements (purchase of air rights)														
Design Guidelines															
Design Review Panels															
Hazard Lands Protection															
Tree Preservation By-Laws															
Signage By-Laws															
Programs to Underground Municipal Hydro Lines															
Formal Shoreline Protection Programs															
Visual Simulations and Image Capture															

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Rattray Marsh in Mississauga



Harbourfront walks at sunset

6.0 CONCLUSION

The appearance of the Lake Ontario Waterfront and people's experiences associated with the shoreline will continue to change. Some sections of shoreline will be altered more rapidly than others. Although some of this change will be a result of natural processes, the majority of change will occur as a result of human intervention. It will be important for each community to evaluate the consequences of this change. Part of this evaluation should include the impact these changes will have on the scenic resources of Waterfront within each community.

This report provides a strategy for the continuing evaluation of the changes to scenic resources along the Lake Ontario shoreline. The inventory of fifty-two landscape units, eighty-six landmarks and numerous significant views catalogues the scenic resources of provincial and regional significance. The process of evaluation should continue at the local level with each community inventorying in greater detail those landscapes, neighbourhoods and features that make a special contribution to their visual character and identity. This could include: unique rural areas, special landforms, special reaches of rivers, streams or creeks, scenic roads, historical districts or landscapes, areas characterized by unique natural features, special commercial districts, greenways, and landmarks of local significance.



Cobourg looking south over the harbour

This report suggests principles for determining the sensitivity of scenic resources and the types of changes most likely to affect these resources. The principles of diversity, harmony, contrast, openness and historical integrity suggest ways of measuring the magnitude of change to the waterfront landscapes caused by industry, pits and quarries, utility and transportation corridors, urban fringe development, residential development and agriculture.

When considering new development, communities should ask:

- Is the proposed development dependant on a waterfront location?
- Does the area of waterfront being considered for development have scenic values that are important provincially, regionally or locally?

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Humber Bay West Marina, Etobicoke

- How large is the viewshed of the new development? From where can it be seen? Is the proposed development within a publicly recognized view? Does the development maintain views to the waterfront?
- Is the project compatible with its surroundings? Does it "fit" with topography, land use, architectural styles, massing of structures, scale of landscape, land use diversity and patterns of adjacent areas?

The existing regulatory methods for managing visual changes are very limited. Of greater importance are the non-regulatory methods of analyzing different alternative approaches to new development. Waterfront plans, land use studies, guidelines and precinct plans provide communities with the opportunity to open a public

dialogue about what the visual character of their community should be. This is not to suggest that regulatory measures are not valuable but that the non-regulatory methods promote a sense of community building and provide a means of arriving at consensus of what the character and identity of the community should be.

Understanding the importance of scenic resources in each community is essential. Changes to scenic resources can affect the social well-being, economic vitality and quality of life of shoreline communities. Each community should assess the value of its scenic resources and put mechanisms in place that protect, manage and enhance these special places.

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pattern as defining characteristics.

In some cases the visual units are rural and extensive with a defining character resulting from topography and vegetative cover. Other units are urban and relatively small, deriving their defining character from current or historic land use patterns. The result is that the Lake Ontario Greenway may be described, understood, and managed in terms of discrete but inter-related visual units which correspond to the way in which they convey a sense of place.

In addition to field observation, mapped information was studied, and historical information was gathered both from written documents and through informal conversations with area residents. During the information gathering process, workshops were conducted in Trenton, Toronto and Burlington for the dual purpose of gathering local knowledge and understanding of the landscape, and soliciting critical review of the draft findings and documentation.

Each unit is described in terms of its location, size, general character, shore character (where applicable), natural heritage, cultural heritage, feature elements, scenic resources, interpretive potential, associations and meanings, and implications [sensitivity] of change.

In the identification of noteworthy features, cultural landscapes, and landmarks, no aesthetic or other value judgements were made. Inclusion of an element in the descriptions is in no way intended to convey meaning concerning its status for preservation, conservation, emulation, or replication.

The significant natural areas are as identified in *Waterfront Natural Areas*, Brownell, Vivian R., May 1993.

Each unit was assigned a number, given a descriptive name, and referenced to the NTS and OBM (M.N.R.) map series.

2.0 VISUAL UNITS

For map reference see Figure 2.

Unit No. 1 -	Coote's Paradise/Grindstone Creek
Unit No. 2 -	North Aldershot
Unit No. 3 -	South Aldershot
Unit No. 4 -	Burlington Beach

APPENDIX 1: VISUAL UNITS

1.0 INTRODUCTION

The following Appendix describes in detail the 52 visual units identified along the Lake Ontario Waterfront.

The visual units are different from the landscape units described in The Lake Ontario Greenway Strategy. The 14 landscape units in the Strategy display broad homogeneous or reoccurring patterns of environmental characteristics and/or landuse. The visual units are more detailed and focus solely on the visual implications of landscape.

The visual units are areas which exhibit a homogeneity of landscape character based on their predominant defining characteristics.

The Lake Ontario Waterfront has a varied and complex character of both urban and rural landscapes. The immediate shore area and the lands to the north were analyzed with the objective of identifying discrete visual units using cultural attributes, existing land use, landform, topography, geomorphology, and vegetation density and

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Unit No. 5 -	Halton Industrial Belt
Unit No. 6 -	Burlington Shore
Unit No. 7 -	Oakville Shore
Unit No. 8 -	Lorne Park
Unit No. 9 -	Cawthra
Unit No. 10 -	Credit River Valley
Unit No. 11 -	Etobicoke Shore
Unit No. 12 -	Humber River Valley
Unit No. 13 -	High Park
Unit No. 14 -	Sunnyside/Exhibition
Unit No. 15 -	Toronto Islands
Unit No. 16 -	Harbourfront
Unit No. 17 -	Port of Toronto
Unit No. 18 -	Cherry Beach/Tommy Thompson Park
Unit No. 19 -	Don River Valley
Unit No. 20 -	Eastern Beaches
Unit No. 21 -	Scarborough Bluffs
Unit No. 22 -	Port Union
Unit No. 23 -	Rouge River Valley
Unit No. 24 -	Altona
Unit No. 25 -	Pickering/Ajax
Unit No. 26 -	Duffins Creek
Unit No. 27 -	Lynde
Unit No. 28 -	Oshawa/Whitby
Unit No. 29 -	Thickson
Unit No. 30 -	Oshawa Lakeview
Unit No. 31 -	Darlington
Unit No. 32 -	Wilmot
Unit No. 33 -	Clarington
Unit No. 34 -	Bowmanville
Unit No. 35 -	Newcastle
Unit No. 36 -	Wesleyville
Unit No. 37 -	Ganaraska
Unit No. 38 -	Port Hope
Unit No. 39 -	Port Hope/Cobourg Shore
Unit No. 40 -	Cobourg
Unit No. 41 -	Grafton Shore
Unit No. 42 -	Grafton Village
Unit No. 43 -	Northumberland Hills
Unit No. 44 -	Colborne
Unit No. 45 -	Brighton Shore
Unit No. 46 -	Brighton
Unit No. 47 -	Presqu'île
Unit No. 48 -	Murray Canal
Unit No. 49 -	Carrying Place
Unit No. 50 -	Trenton
Unit No. 51 -	Trent River Valley
Unit No. 52 -	Murray Hills

COOTE'S PARADISE / GRINDSTONE CREEK

UNIT NO: 1

LOCATION:

West end and north shore of Hamilton Harbour (Burlington Bay)

National Topographic System Map:
30 M/5

M.N.R. Sheets 10 17 5850 47900
10 17 5900 47900

SIZE: 12.7 km²

DESCRIPTION:

The unit is named after its major natural features. Situated at the extreme west end of Lake Ontario it is generally defined on the north by the toe of the Niagara Escarpment and Highway 403; on the south and west by the Hamilton and Dundas urban areas and Hamilton Harbour; and in the east by the western extent of the residential neighbourhood of the City of Burlington. This unit is in the municipal jurisdictions of Hamilton, Dundas and Burlington.

The unit has significant and extensive terrestrial and aquatic natural area components, and numerous historic sites and landscape of cultural importance. The unit has a high degree of public accessibility throughout although immediate water access is limited in many portions. The unit is very scenic and contains many opportunities for natural, cultural, and historic interpretation.

SHORE CHARACTER:

Access to the shoreline is controlled or limited due to wooded or marshy areas in Coote's Paradise, but there are walking paths to specific points.



Dundurn Castle, Hamilton



Royal Botanical Garden's administrative building, Burlington

COOTE'S PARADISE / GRINDSTONE CREEK

East of York Blvd. steep bluffs prevent access to most of shore except in the area of Valley Inn, and access to Willow Point from Brighton Beach Park.

Along most of the shore in this unit beaches are narrow or non-existent with bluffs of 20 m to 30 m height.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is a relatively flat to rolling area between the Niagara Escarpment and the lakeshore incised by valleys of numerous south flowing streams which arise in the escarpment - most noteworthy of these is Grindstone Creek.

The main physiographic features of the unit are the sand plain associated with the ancient Lake Iroquois shore and two remnant beaches forming Burlington Heights and the bluff at Hamilton Harbour. The northern portion of the unit is glacial drift forming the toe of the Niagara Escarpment slope

FOREST COVER

The unit has a relatively dense cover of trees both in the natural Coote's Paradise and Hendrie Valley areas and in the extensively modified cultural landscapes of the eastern portion.

The natural forest is composed primarily of upland and slope hardwoods with a Carolinian component. The urban forest of the modified landscapes exhibit a broad diversity of coniferous and deciduous species of native and exotic origin.

SIGNIFICANT NATURAL AREAS

- Coote's Paradise
- Hendrie Valley (Grindstone Creek)
- Willow Point

CULTURAL HERITAGE:

LAND USE

- 60% natural areas
- 35% Historic, Cultural and Institutional sites
- 5% Residential

FEATURES

Historic Sites and Features

- Lilac Point Indian Village
- Princess Point Indian Village

- Valley Inn Site
- Toll House Site
- Old Guelph Road
- Desjardin Channel
- Burlington Heights Military Encampment

Buildings and other structures

- High Level Bridge
- Valley Inn Bridge
- TH&B Railway Bridge
- CNR Railway Bridge
- Brick Factory (abandoned)
- Dundurn Castle & Military Museum
- Cathedral of Christ the King
- Bayview Crematorium
- Holy Sepulchre Cemetery Chapel
- Hamilton Cemetery Gatehouse

Institutions

- McMaster University buildings and campus
- Royal Botanical Gardens Headquarters, buildings and grounds
- Chedoke Hospital

Burial Grounds

- War of 1812, Cholera, and Ship-Fever Burial Grounds
- Hamilton Cemetery
- Beth Jacob Cemetery
- Grand Order of Israel Cemetery
- Woodland Cemetery
- Holy Sepulchre Cemetery

Royal Botanical Gardens

- Hendrie Park
- Laking Garden
- Rock Garden
- Arboretum
- Memorial Gardens

Parks

- Brighton Beach
- Churchill Fields Park
- Dundurn Park
- Harvey Park
- Hidden Valley Park

SCENIC RESOURCES:

CHARACTER

The predominant visual impression is one of green open space. There are two major visual districts separated by and visible from York Blvd. and Burlington Heights.

COOTE'S PARADISE / GRINDSTONE CREEK

Coote's Paradise is to the west and Hamilton Harbour and its shore landscape are to the east. Within these visual districts are a multitude of large and small view sheds defined by complex vegetation patterns and topography. The visual environment constantly changes revealing new delights and points of interest as one moves through the unit. With the exception of the 403, there is very little which could be described as unpleasant or incongruent.

VIEWS

Many short and medium distance views within the unit - particularly of Coote's Paradise area from Burlington Heights.

The north shore portion of the unit offers many long views over Hamilton Harbour to the industrial area to the south and to the Burlington Skyway in the east. The waterscape is animated by commercial and private vessels of all sizes from ocean freighters to sailing dinghies.

Most views are partly screened or framed by shoreline vegetation such as those from Woodland and Holy Sepulchre Cemeteries. In winter the screening effect of the trees is significantly reduced allowing more sweeping views.

Panoramic views to the east may be enjoyed from Burlington Heights and the High Level Bridge area throughout the year. The elevation of the bluffs provide a superior viewing position throughout most of the unit. Along the north edge of the unit, particularly in the vicinity of the brick yard adjacent Highway 403, broad views of the unit to the north are available, where the Niagara Escarpment face and slope are seen. Night views of the steel mills across the harbour can be spectacular.

From the water and from the south shore of the harbour the unit appears forested, rising from the water as a group of hills in front of the escarpment's glacial drift slope. The numerous large deciduous trees in the area mask all evidence of built development during the summer. Even in winter the multitude of stems and branches obscure the majority of built features.

Viewed from the north, the eastern portion of the unit appears as a wooded plain between the bottom of the slope of the Niagara Escarpment, the harbour and the Coote's Paradise. It can be enjoyed as an undeveloped area. The City of Hamilton and the escarpment arise in the back-ground on the south shore.

The view potential in and of this unit contributes

significantly to the interpretive value of the region.

LANDMARKS

Many of the significant elements in the unit act as orientation features but two elements, the High Level Bridge, and the brick factory chimney, stand out on the skyline from many vantage points throughout the unit and outside the unit. They serve as unifying and orientation elements.

INTERPRETIVE POTENTIAL:

The potential for interpretation of cultural, military, and natural history is extremely rich in this unit. Because of the visual characteristics of the unit many elements can be appreciated and their relationships understood from single vantage points.

ASSOCIATIONS AND MEANINGS:

- native village sites
- early 19th century military and settlement and land transportation associations
- pre-confederation political associations
- industrial development and shipping associations
- historic burial grounds
- entrance to Hamilton, Burlington and Dundas
- significant institutional sites.
- Carolinian forest reference and other significant natural systems
- world class horticultural and botanical collections.

IMPLICATIONS OF CHANGE:

The public lands of the Royal Botanical Gardens municipalities (parkland), McMaster university, cemetery commissions, established residential areas, historic sites, and heritage properties should protect this area very well from significant change. The complexity of the landscape masks the impact of most incongruent intrusions (e.g. the electric transmission line crossing the north-west portion of the Coote's Paradise area is not dominant in the landscape). Intrusions should however be rigorously limited as their collective impacts will have a deleterious effect.

The alignment of Highway 403 respects the topographic nature of the unit by following the contour of the landscape as it skirts the northern edge and then crosses the unit along the eastern side of Coote's Paradise. The highway has, however, disrupted vegetation patterns and the area would benefit from

COOTE'S PARADISE / GRINDSTONE CREEK

a planting programme directed at repairing this damage, and screening the road from view. The brick factory, as it is abandoned, represents a potential for loss of an interesting cultural feature and a landmark (chimney) in the unit.



Military cemetery, Burlington

NORTH ALDERSHOT

UNIT NO: 2

LOCATION:

Niagara Escarpment shore north of Coote's Paradise and Highway 403 between Dundas and Burlington urban areas.

National Topographic System Map:
30 M/5

M.N.R. Sheets: 10 17 5850 47900
10 17 5900 47900

SIZE: 23.9 km²

DESCRIPTION:

This unit is named for the North Aldershot planning area which comprises its eastern portion. The unit is defined on its northern boundary by the vertical topographic break at the crest of The Niagara Escarpment and in the south by the toe of the steep portion of the escarpment slope. This sloping unit contrasts with the more level units to the south along the shore.

NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

The unit generally falls toward the lake from an elevation of 210 m. at the west of the escarpment to an elevation of 110 m. at its southern edge resulting in an average slope of 4%. The unit is incised by numerous short streams which arise in the escarpment and flow to the lake along parallel courses.

The erosive action of the streams has resulted in a landscape with a distinct grain of ridges and valleys at approximately 600 m. intervals. The single physiographic feature



The natural character of Waterdown Road in Burlington



Remnant fields dissected by steep wooded ravines characterize the lower slopes of the Niagara Escarpment in the North Aldershot unit

NORTH ALDERSHOT

throughout this unit is the Niagara Escarpment with associated glacial till slope.

FOREST COVER

The woody vegetation in this unit has a definite Carolinian component. Natural stands of trees occur in woodlots such as the Sassafras Woods and in numerous creek valleys. Hedgerows of deciduous species divide the small fields and line many of the roads. The natural forest cover occurs in upland and slope hardwood forests, deciduous and mixed ravine stands, and bottom land communities. There is a significant urban forest associated with the residential sites throughout the area. Some orchards are found in the portion east of Grindstone Creek.

Although there is considerable open land this unit appears to be well wooded. Reforestation activity and old field revegetation are resulting in a net increase in the extent of the woodlands.

SIGNIFICANT NATURAL AREAS

- Grindstone Creek Valley
- Sassafras Woods

CULTURAL HERITAGE:

LAND USE

- Residential
- Industrial
- Agricultural
- Park / Conservation / Natural
- Pits and Quarries
- Institutional
- Cemetery
- Landfill

FEATURES

- St. Joseph Convent
- Notre Dame Academy
- Gates of Heaven Cemetery
- Kerncliff Park
- Bayview Park
- Bridgeview Park
- Borer's Falls Conservation Area
- R.B.G. Lands

VISUAL RESOURCES:

CHARACTER

The predominant visual impression is one of a complex natural open space broken into many small view sheds by hedgerows and woods outlining an apparently random pattern of small pastures and old fields. Also

contributing to the visual compartmentalization of the landscape are the numerous wooded creek valleys and the associated topographic graining of the unit into a pattern of plateau lands and ravine systems.

VIEWS

Views within the unit are relatively short and for the most part, a pleasant combination of wooded areas, small fields, hedgerows, valleys and a scattering of houses either singly or in small community clusters. The scenic impression is one of rural tranquility and intimate spaces, a balance between agricultural and natural landscapes.

In sharp contrast to the visual character within the unit, there are many opportunities from the high ground areas and along the southward running roads (particularly Waterdown Road) to enjoy long panoramic views over the more southerly units to Hamilton Harbour and beyond to the city of Hamilton on the opposite shore with the Niagara Escarpment forming a backdrop to each view.

From the water and from the Hamilton waterfront this unit appears as a wooded backdrop to the scene with the brow of the escarpment forming the horizon. From the northern edges of Coote's Paradise / Grindstone Creek unit and the South Aldershot unit the escarpment slope rises as a prominent and strongly enclosing element, affording an impression of natural and highly picturesque enclosure. This unit is an important contextual feature.

LANDMARKS

The factories along Highway 403 serve as landmarks visible only from a limited area. In contrast the tower of St. Joseph's Convent is visible above the tree line from great distances throughout the Hamilton Harbour area and the surrounding units.

INTERPRETIVE POTENTIAL:

This unit offers potential for interpretation of natural history in its numerous creek valleys and wooded areas. The Niagara Escarpment, a physiographic feature of national significance, provides a unique opportunity for geomorphological interpretation.

ASSOCIATIONS AND MEANINGS:

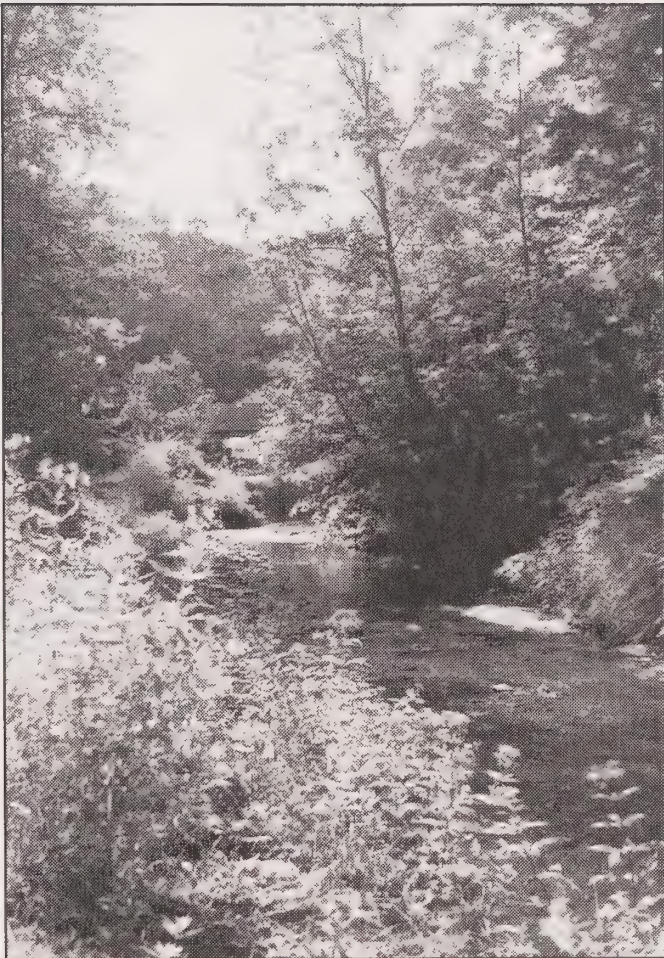
- rural refuge/tranquility
- watershed area
- natural heritage

IMPLICATIONS OF CHANGE:

Although under the protection of the Parkway Belt, there are

NORTH ALDERSHOT

significant pressures for development in this unit. Due to the unit's aspect and consequent high degree of visibility, development will create noticeable scenic changes over a wide area. A limited amount of low rise development can be visually absorbed within the unit because of its dense fores and dissected topography.



Grindstone Creek in Burlington

SOUTH ALDERSHOT

UNIT NO: 3

LOCATION:

North shore of Hamilton Harbour west from the QEW highway to Holy Sepulchre Cemetery in the City of Burlington.

National Topographic System Map:
30 M/5

M.N.R. Sheets: 10 17 5900 47900
10 17 5900 47950
10 17 5950 47950

SIZE: 10.0 km²

DESCRIPTION:

This unit is characterized by its established and stable urban residential neighbourhoods with associated public and private facilities and services and its tree lined streets.

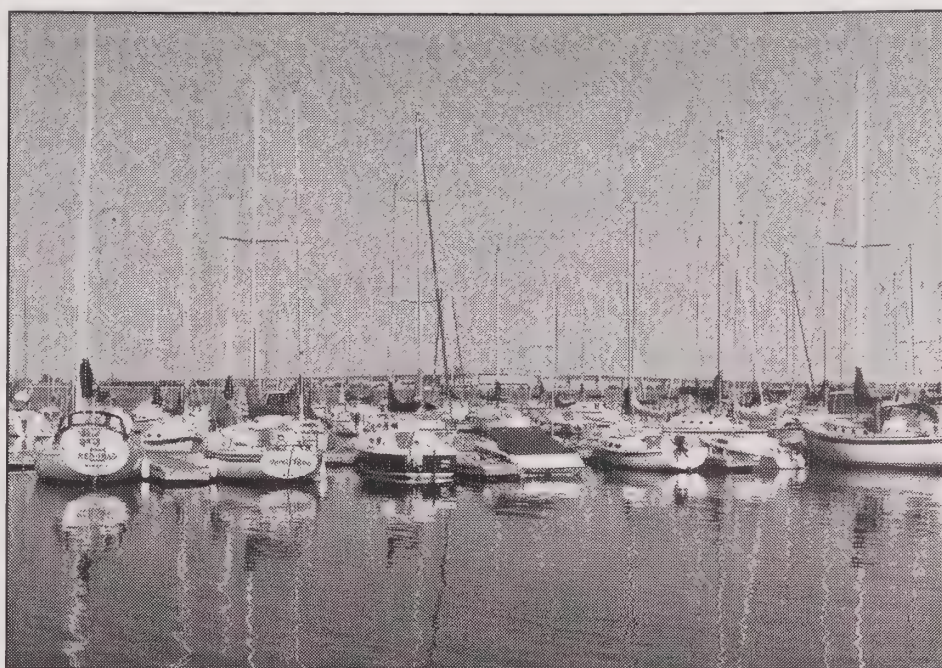
SHORE CHARACTER:

Most of the shore is sloping and physically accessible except the 800 m long bluff area of approximately 15 m height in west end of unit. Much of the shore is armoured with stone or sheet pilings. Beaches are narrow and stoney throughout the unit. Most of the shore line is privately owned limiting significant public access to a 500 m stretch at LaSalle Park.

NATURAL HERITAGE:

TOPOGRAPHY/ PHYSIOGRAPHY

The unit is relatively flat although in the south central portion there is a distinct north/south oriented valley and ridge contoured area where six closely spaced (150 m apart) parallel streams have eroded the landscape.



Sailboats moored in the Burlington Yacht Club with the Skyway visible in the distance



The heritage pavilion in LaSalle Park was destroyed by fire during the time period of this study. This underscores the vulnerability of our built heritage and the need to preserve those remaining significant features

SOUTH ALDERSHOT

Physiographically this unit is formed from a beach bar deposit on the Lake Iroquois sand plain at the base of the escarpment slope.

FOREST COVER

As the landscape of this unit is extensively modified the majority of the tree cover is of horticultural origin - primarily ornamental landscape and street tree plantings with coniferous and deciduous species of both native and exotic origin. Exceptions occur in stream valleys and along the immediate shore line area. The native tree cover, where it occurs, is of upland and slope hardwoods, and deciduous and mixed ravine stands.

Although extensively developed, this unit is well-treed as the landscape plantings are mature and established and the lots are relatively large allowing substantial green space throughout much of the unit. LaSalle Park contains significant natural ravine communities on its north side, and hardwood slope vegetation on its southern shore bluff edge.

SIGNIFICANT NATURAL AREAS

- LaSalle Park
- Falcon Creek Mouth
- Hydro Islands

CULTURAL HERITAGE:

LAND USE

- 15% Parks and Open Space
- 60% Residential
- 25% Commercial/Industrial/Institutional

FEATURES

- LaSalle Park
- LaSalle Pavilion
- Unsworth and Son Wholesale Florist
- Burlington Yacht Club
- Burlington Golf and Country Club
- Kiwanis Park
- Aldershot Park
- Earl Court Park
- Wardly Park
- Grove Park
- Greenwood Park
- Greenwood Cemetery
- Hydro Islands

SCENIC RESOURCES:

CHARACTER

Tree lined streets and scenes of established and stable residential areas typify this unit. There are precincts of

very substantial and attractive houses and grounds along North Shore Blvd. and more modest neighbourhoods north from the shore. The vegetation and significant open space contribute a verdant atmosphere to this residential area. Development in this unit ranges in age from 1950 to the mid 1980's offering an interesting display of the evolution of post-war domestic architectural style.

VIEWS

There are numerous short distance views within the unit providing attractive human scale scenes of domestic comfort.

The shore portion of the unit offers many long views over Hamilton harbour to the industrial area to the south and to the Burlington Skyway in the east. The waterscape is animated by commercial and private vessels of all sizes.

Most views are partly screened or framed by shoreline vegetation. In winter the screening effect of the trees is significantly reduced allowing more sweeping views. As most of the shore is private, public view access is limited to those from the high prospect and shoreline viewing points in LaSalle Park and the yacht club, occasional glimpses from North Shore Blvd., and views from the ends of the few streets which stop at the shore.

Along the north edge of the unit views to the north of the Niagara escarpment are available.

Night views of the steel mills across the harbour can be spectacular, and views of winter sunsets may be had.

From the water and from the south shore of the harbour the unit appears forested, rising from the water as a group of hills in front of the escarpment's glacial drift slope. The numerous large deciduous trees in the area mask most evidence of built development during the summer. Even in winter the multitude of stems and branches obscure the majority of built features.

From the north on the escarpment the unit appears as a wooded plain between the bottom of the slope and the harbour. The City of Hamilton and the escarpment arise in the back-ground on the south shore. From the shore at the eastern end of the unit the Hydro Islands with their colonies of shore birds are clearly visible.

LANDMARKS

The white LaSalle Towers apartment building on the shore near LaSalle Park provides a significant landmark as seen from the water, and also a striking feature as one approaches on North Shore Blvd. There are no other

SOUTH ALDERSHOT

significant built landmarks in the unit. The prominence of land occupied by LaSalle park provides a natural landmark from the water.

storeys which would protrude above the tree line, and would be very obvious from the water, the opposite shore, and the Burlington Skyway. The immediate shore area is most sensitive to changes of this type.

INTERPRETIVE POTENTIAL:

LaSalle Park offers an excellent opportunity for interpretation of mid 17th century French exploration, particularly the expeditions of LaSalle.

ASSOCIATIONS AND MEANINGS:

- Early French exploration

IMPLICATIONS OF CHANGE:

As most of the land in this unit is in relatively small private parcels, sudden significant change is a remote possibility. The most realistic possibility of change would result from the construction of apartment buildings in excess of four or five



A typical home in South Aldershot residential neighbourhood

BURLINGTON BEACH

UNIT NO: 4

LOCATION:

At west end of Lake Ontario - isthmus separating the lake from Hamilton Harbour (Burlington Bay)

National Topographic System Map:
30 M/5

M.N.R. Sheets: 10 17 5950 47900
10 17 5950 47950

SIZE: 0.8 km²

DESCRIPTION:

This unit is a narrow (300 m) low lying strip of land closely associated with the lake. It is a recreational area, a residential area, a utility corridor, a transportation corridor on which the dominant built feature is the Burlington Skyway (an elevated portion of the Queen Elizabeth Way) carrying traffic over the tops of ships navigating the Burlington canal to and from the port of Hamilton.

Forming the northern third of the total length of the isthmus the Burlington Beach unit is within the municipal jurisdiction of Burlington. The recreational aspect of this unit is east toward the lake, while the western (bay) shore is dominated by and in the shadow of the Burlington Skyway and its supports. On an area of fill on the western side near the canal is the Canada Centre for Inland Waters.

SHORE CHARACTER:

The entire unit is a baymouth barrier and thus the shore along its entire lake side is sand beach. There is no shore armour except at the Burlington Canal. Approximately half the shore on the bay side has been armoured.



The heritage lift bridge at the entrance to Burlington Bay



The Burlington Skyway from Spencer Smith Park

BURLINGTON BEACH

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is a barrier beach bar of sand deposited (37 m deep) over shale bedrock with some cobble beach at the north end. The beach is dynamic with parts of the primary dune still in place. Originally a complete primary dune system, much of the natural land form has been altered or obliterated by road, highway and railway construction. At its south end near the canal the unit rises 1.5 metres above lake level, and at its north end its elevation is 5 metres above the water surface.

FOREST COVER

This unit is not heavily wooded. The sparse vegetation which does exist consists of typical beach species such as cottonwood, willow and elm. Among the shrubs, vines and forbs 18 regionally rare plant taxa have been documented. As this is the only location of pure sand in the Region of Halton, and as sandy beach is rare along the Waterfront (0.2%) the plant communities represented here are significant.

SIGNIFICANT NATURAL AREAS

- Burlington Beach

CULTURAL HERITAGE:

LAND USE

- 20% Recreational
- 20% Residential
- 30% Transportation/Utilities
- 30% Public Institutions

FEATURES

- Canada Centre for Inland Waters
- Q.E.W./Burlington Skyway
- C.N.R. rail lines (abandoned) embankments
- Hydro tower line (on beach)
- Residences/historic cottages (5)
- Sewage treatment plant
- OPP Police Station
- Joseph Brant Museum
- Burlington Canal and Lift Bridge
- Joseph Brant Memorial Hospital
- Burlington Beach Park
- Ministry of Transportation Yard
- 1910 Water pumphouse

SCENIC RESOURCES:

CHARACTER

The predominant visual impression is of a recreational/cottage/beach area of long standing. The

construction of the Queen Elizabeth Way in 1939 and subsequent widenings, and the erection of the hydro tower line on the beach have been negative intrusions. However despite this, Burlington Beach is a compelling unit because of its uniqueness on the waterfront and its contrasting juxtaposition with the surrounding city. As it is a narrow isthmus there is a significantly high proportion of waterscape contributing to the scenic character.

VIEWS

Views within the unit are long north and south following the linearity of the landform and reinforced by the highways and the hydro tower line. Views across the unit look over the water on either side. Travellers on the Q.E.W. have a superior view and tend to look out over the lake to the east or over Hamilton Harbour and the steel mills to the west. At ground level, either walking along the beach or on the beach road the significant views tend to be eastward looking over the lake, north eastward to downtown Burlington and farther along the shore to Oakville.

The views from the beach over the lake, although somewhat cluttered by hydro towers are none-the-less powerful.

Ships passing through the canal at the south end of the unit provide intermittent visual interest.

LANDMARKS

The Burlington Skyway and to a lesser extent the lift bridge are landmarks within the unit. The Burlington Skyway is visible from a wide area surrounding Hamilton harbour and from points along the lakeshore to the east. The historic lighthouse although obscured from view is also an important landmark.

INTERPRETIVE POTENTIAL:

The unit offers a unique opportunity to interpret a barrier beach formation, dune formations and beach plant communities at the western end of the lake. The Joseph Brant Museum offers exhibits and a potential interpretive site where the story of Chief Joseph Brant's alliance with the British during the American Revolution, and his subsequent settling of Burlington may be told. This unit is also an important resting spot for migratory birds.

ASSOCIATIONS AND MEANINGS:

- lake and ocean shipping
- older cottage recreation area
- bridge engineering (skyway and older lift bridge)
- earlier rail travel to and from Niagara

BURLINGTON BEACH

- environmental research (the Canadian Centre for Inland Waters)

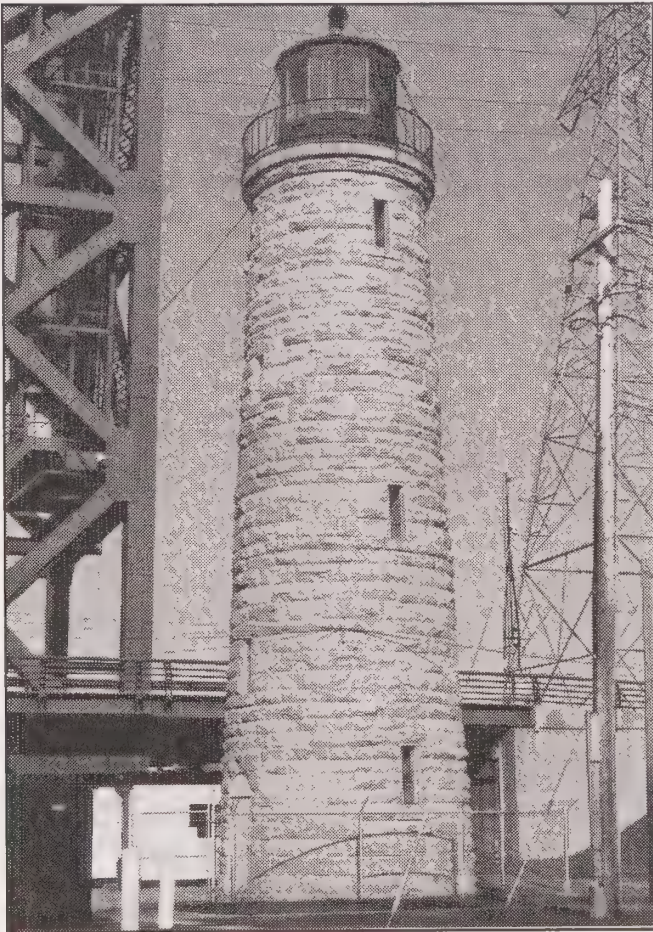
highway and hydro transmission line. New waterfront architecture should be sensitively designed to maintain views to the shoreline and enhance the waterfront character.

IMPLICATIONS OF CHANGE:

As much of the beach and dune area is owned by the Halton Region Conservation Authority, responsible stewardship of the shoreline and its plant communities can be expected. Many of the cottage leases are to expire in 1997 and it can reasonably be expected that the condition of the natural environment will improve with the implementation of the Burlington Beach Master Plan.

Potential expansion of the public roads and utility works in this unit may pose a threat. Increased recreational usage will have to be carefully controlled to avoid further erosion damage and associated vegetative loss on the dune and beach area.

In visual terms it is difficult to imagine structures which would be more dominating than the existing elevated



The heritage lighthouse which originally marked the entrance to Burlington Bay

HALTON INDUSTRIAL BELT

UNIT NO: 5

LOCATION:

Parallels the shore line 2 km inland generally following the Queen Elizabeth Way alignment on both sides from Burlington Beach in the west and 3 km into the City of Mississauga in the east.

National Topographic System Maps:

30 M/5

30 M/12

M.N.R. Sheets: 10 17 5950 47950

10 17 5950 48000

10 17 6000 48050

10 17 6000 48100

10 17 6050 48100

10 17 6050 48150

10 17 6100 48150

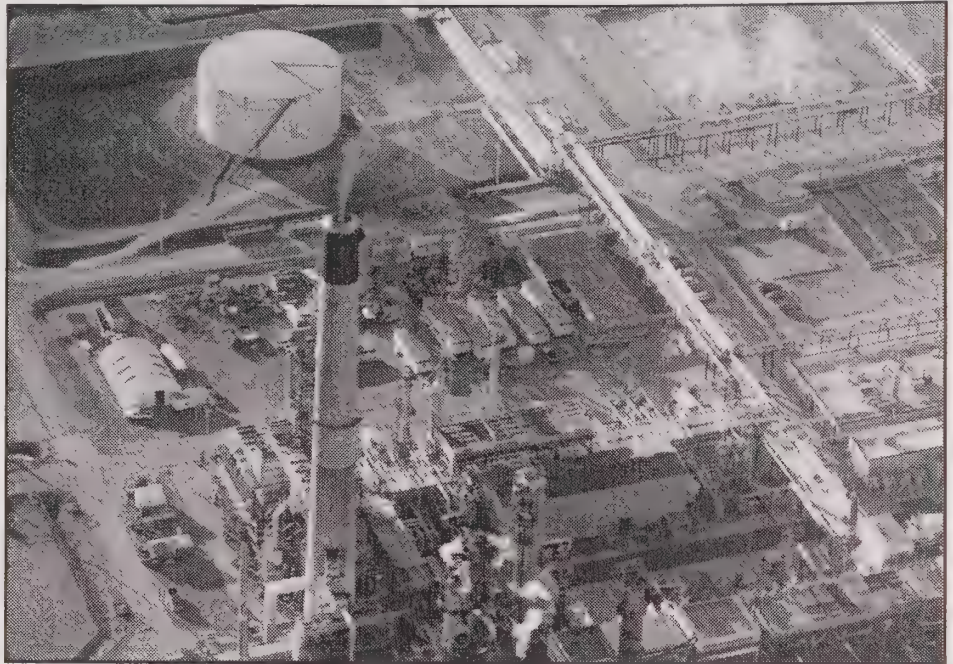
SIZE: 55.2 km²

DESCRIPTION:

The unit is a corridor of primarily industrial lands. In addition to the Queen Elizabeth Way, the CNR/GO Transit line, highway service roads, and electric power lines, traverse the unit along its length.

The unit is crossed every 2-4 km in a perpendicular direction by arterial roads connecting the residential areas of Oakville and Burlington which lie north and south of the unit.

Also crossing the Halton Industrial Belt are a number of small and large creeks which arise in the plain and Niagara Escarpment region to the north. Although an inland unit a portion of the industrial belt arcs south to meet the shore for 3 km at Mississauga.



Petro Canada Refinery, Mississauga



St. Lawrence Cement in the foreground and Petro Canada Refinery in the background, Mississauga

HALTON INDUSTRIAL BELT

SHORE CHARACTER:

Where the Halton Industrial Belt reaches the shore is the site of the Petro Canada Refinery and the St. Lawrence Cement Plant in Mississauga. Here the shore is low lying and protected by armour stone and rip-rap. The St. Lawrence Cement conveyor and the Petro Canada dock which project 0.5 km into the lake at this point are significant shoreline features.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

This unit appears very flat, however it is gently and evenly sloping southward toward the lake from elevations of 50-75 m above lake level along its northern fringe.

In physiographic terms the majority of this unit is on the south slope shale plain. Soils are characteristically red clay and soft shale banded with layers of harder blue/green shale. The Lake Iroquois beach runs along the length of this unit, roughly coincidental with the alignment of The Queen Elizabeth Way. Portions of the unit are on the Lake Iroquois sand plain - along the Lake Ontario shore, particularly in the east in Mississauga.

FOREST COVER

There is very little intact woodland in this unit. The native trees that do remain are of upland forest type with Carolinian influences. Species represented are walnut, red and white oak, ash, maple and beech. There are small orchard areas in the east near Mississauga, old field and overgrown fence bottom areas with a significant hawthorn component, and horticultural landscape plantings comprised of native and exotic coniferous and deciduous species.

SIGNIFICANT NATURAL AREAS

This unit touches on a number of areas which extend either north or south into other areas along creek valleys.

- Shoreacres Creek
- Appleby Creek
- Lower Bronte Creek
- Fourteen Mile Creek north of QEW
- Sixteen Mile Creek
- Morrison Creek
- Lower Joshua's Creek Valley
- Old Gairdner Estate
- Avonhead Creek

CULTURAL HERITAGE:

LAND USE

Industrial with small component of other uses

(institutional, agricultural, cemetery, transportation, commercial).

FEATURES

Numerous industrial concerns - of particular interest are:

- Petro Canada Refinery (Mississauga)
- Petro Canada Refinery (Oakville)
- St. Lawrence Cement Plant
- Ford Motor Co. assembly plants

Shopping centres (located on the fringes of the unit serving adjacent residential areas) include:

- Burlington Mall
- Oak Tower Plaza
- Trafalgar Village Mall
- Oakville Place
- Oakville St. Mary's Cement
- Lakeside Park (Mississauga)

SCENIC RESOURCES:

CHARACTER

The unit is flat and open with low natural interest except at occasional creeks. The landscape is extensively modified with industrial installations of diverse types. There is a very significant green open space component associated with the industrial concerns and public rights-of-way.

At the eastern end of the unit near the cement plant and refinery is a small fragmented pocket of agricultural activity (tree nursery, orchards, vegetable farm). The vegetable farm (near the shore) is an arresting anomaly when seen against the industrial backdrop.

VIEWS

Views within the unit are along roads and of the surrounding industrial landscape. From the edges of the unit there are views to the adjacent residential areas.

There are views of the lake from Lakeside Park in Mississauga in the area of the St. Lawrence Cement Plant. The view to the Ford Motor Company factories in Oakville when travelling west on the Queen Elizabeth Way is dramatic. There are no natural prominences in the unit affording long or panoramic views.

LANDMARKS

- Ford Motor Company
- St. Lawrence Cement and pier
- Mississauga Petro Canada refinery and pier
- Oakville Petro Canada refinery

HALTON INDUSTRIAL BELT

INTERPRETIVE POTENTIAL:

There is little potential for natural, cultural heritage, or lakeshore interpretation. Opportunities for interpretation of contemporary industry abound.

ASSOCIATIONS AND MEANINGS:

- transportation corridor
- contemporary industrial prosperity

IMPLICATIONS OF CHANGE:

The extensively modified landscape in this unit will not be threatened by further significant alteration.

BURLINGTON SHORE

UNIT NO: 6

LOCATION:

On the shore of the Lake between Burlington Beach and Oakville reaching 2 km inland to the Halton Industrial Belt.

National Topographic System Map:
30 M/5

M.N.R. Sheets: 10 17 5950 47950
10 17 5950 48000
10 17 6000 47950
10 17 6000 48000

SIZE: 19 km²

DESCRIPTION:

This unit is an urban area. It contains most land use components found in a city, with the exception of industry which is located to the north in the Halton Industrial Belt.

The original settlement areas of Burlington and the historic downtown core are in this unit.

SHORE CHARACTER:

The lakeshore is largely armoured across this unit except in Burloak Park. In the west, adjacent the downtown core, the new promenade defines the shore with a bollard topped concrete retaining wall. East of the downtown area the shore is protected alternatively with armour stone, rip-rap, and retaining walls. There are a number of small private jetties and docks projecting from the shore front of private residential lots. Previously the shore area south of Lakeshore Road (Highway 2) was lined by large estates. In recent decades these estate properties have been subdivided into smaller lots.



New appropriately scaled residential on Lakeshore Road across from Spencer Smith Park in Burlington



One of Burlington's Windows-on-the-Lake that provide local neighbourhoods with access to the lake

BURLINGTON SHORE

There are few of the old estates remaining intact.

A number of smaller street ends and parks known as Windows-to-the-Lake have been developed at strategic locations along Lakeshore Road for passive recreation and views to the Lake.

There are also two concentrations of high rise apartment buildings on the shore. One is in the west of the unit near the downtown area, the other is in the east of the unit toward Burloak Drive.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

This unit is essentially flat, sloping gently from an elevation of 25 m above lake level at its northern edge to the shore. It is crossed by five small shallowly cut creek beds which drain south to the lake.

Physiographically this unit is located on the Lake Iroquois sand plain in the south and west, and on the Halton shale plain in the north and east. The soils of the shale plain are characteristically red clay and soft shale banded with layers of harder blue/green shale.

FOREST COVER

There is very little intact woodland in this unit. The native trees that do remain are of upland forest type with Carolinian influences. Species represented are walnut, red and white oak, ash, maple, beech and white pine. There are horticultural landscape plantings comprised of native and exotic coniferous and deciduous species throughout the unit.

SIGNIFICANT NATURAL AREAS

- Shoreacres Creek Valley
- Appleby Creek Valley
- the Queenston Shale Cliffs (Burloak Park)

CULTURAL HERITAGE:

LAND USE

- 85% residential, institutional, commercial
- 15% parks and open space

FEATURES

- Burlington City Hall
- Burlington Art Centre
- Spencer Smith Park and Waterfront Promenade
- Centennial Bikeway
- Sioux Lookout Park
- Lakeview Park
- Maple Park

- Brock Park
- Central Park
- Nelson Park
- Burloak Park
- Lady of Lake Fountain
- McNichol Estate
- numerous heritage structures in downtown core on Lakeshore, Junction, Brant, Ontario, Locust, Elizabeth and Pearl Streets

SCENIC RESOURCES:

CHARACTER

Generally the character of this unit is typical of a stable and vital medium sized city. The largest component is of low rise residential neighbourhoods with tree lined streets. Houses range in age from mid 19th century in the downtown area to contemporary in the Burloak Estates area in the east of the unit. Near the shore in the older residential areas the street trees are mature creating a shady canopy over the roadways. A trip along Lakeshore Road (Highway 2) offers the traveller diverse experiences of strip commercial development, high rise lakeshore apartment areas, established well treed residential areas, shore park landscapes, and a downtown waterfront and hotel district.

VIEWS

There are many picturesque residential areas particularly along Lakeshore Road and south to the shore. Shore parks, and street ends offer views to the lake and on clear days the Niagara Peninsula on the south shore is clearly visible. The newly developed Spencer Smith Park Promenade is an excellent location for viewing over the lake and to Burlington Beach and the Burlington Skyway to the west. From the water this unit forms an interesting composition of trees and built structures.

LANDMARKS

There are a number of tall buildings in certain locations in the unit and along Lakeshore Road which serve as landmarks particularly when seen from the water.

INTERPRETIVE POTENTIAL:

There are limited opportunities for natural interpretation in this unit. However, the history of Burlington from early settlement by Joseph Brant; to a fruit growing area with a shore lined with small villages, ports and mills; to the present day city, is an interesting story of the evolution of the historic and cultural landscape. Burloak Park provides an interesting geological feature in the exposed shoreline formation of Queenston Shales.

BURLINGTON SHORE

ASSOCIATIONS AND MEANINGS:

- comfortable shoreline residential community & lakefront open space
- arts and culture
- Burlington downtown shopping district
- site of local government

IMPLICATIONS OF CHANGE:

Property development along the shore holds the highest potential for change of the visual attributes and character of the unit.



High-rise development west of downtown Burlington with the Burlington Skyway and Canada Centre for Inland Waters in the background

OAKVILLE SHORE

UNIT NO: 7

LOCATION:

West of Toronto on the shore between Burlington and Mississauga extending approximately 2 km inland to the Halton Industrial Belt Unit.

National Topographic System Map:
30 M/5

M.N.R. Sheets: 10 17 6000 48000
10 17 6000 48050
10 17 6050 48000
10 17 6050 48100
10 17 6050 48150
10 17 6100 48100
10 17 6100 48150

SIZE: 24.5 km²

DESCRIPTION:

Oakville Shore is an urban unit which is primarily residential with related commercial and institutional land uses. The unit is crossed in an east/west direction by Lakeshore Road (Highway 2) which is the first continuous road inland from the shore. Within Oakville is the former town of Bronte in the west at the mouth of Twelve Mile Creek. The original town of Oakville is at the mouth of Sixteen Mile Creek near the mid point of the unit's shoreline.

Over time the centres of Bronte and Oakville have grown and coalesced into a single urban area. There remain however, two distinct commercial downtown areas - one in Bronte and the other in Old Oakville. The majority of the land between Lakeshore Road and the shore was in the past large private residential estates. The most of these properties are now subdivided but remain as residential properties. In some cases



Bronte Harbour



A local landmark in Oakville

OAKVILLE SHORE

the original mansions stand on smaller grounds, in other cases they have been demolished.

At the extreme west end of the unit is a large partially wooded open space reaching inland nearly 2 km from the shore. This open space is currently designated for residential development and is currently occupied by various park parcels and oil pipelines between the refinery to the north and the 1/2 km spit extending out into the lake for oil tankers.

SHORE CHARACTER:

The shore in this unit is characterized by a low bluff with a cobble beach in its natural state. At the extreme west of this unit a portion of the shore is exposed Queenston shale cliff shoreline which is unusual in western Lake Ontario. In most cases there is extensive armouring. Shore protection is a mixture of retaining walls, square armour stone, and rip-rap, installed and maintained on an individual property basis.

There are a number of isolated small parks and promenades on the shore accessible from street ends. Private land holdings at the shore do not permit continuous pedestrian movement for distances in excess of a few hundred metres along the water's edge from any access point.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

This unit is essentially flat, sloping gently from an elevation of 25 m above lake level, at its northern edge, to the shore. It is crossed by a number of small creeks. The smaller of these, Sheldon Creek, Fourteen Mile Creek, McCraney Creek, Morrison Creek, Joshua's Creek, and Wedgewood Creek cut relatively shallow valleys in the landscape.

The larger two - Twelve Mile Creek (Bronte Creek) and Sixteen Mile Creek - have cut deep valleys and their mouths are the sites of Bronte Harbour and Oakville Harbour respectively.

The Oakville Shore is situated on the Lake Iroquois sand plain with some areas of shale plain on its inland boundary.

FOREST COVER

There is little intact woodland in the built-up areas of the unit although it is relatively heavily treed for an urban area particularly in the older residential sections. There are extensive horticultural landscape plantings comprised of native and exotic coniferous and deciduous species throughout.

There are significant woodlands at the creek valleys and in the oil refinery open space lands.

Represented tree species are white pine, sugar maple, ash, black locust, walnut, poplar, hawthorn, red oak, and white oak.

SIGNIFICANT NATURAL AREAS

- Bronte-Burloak Woods/Burloak Waterfront Park/Sheldon Creek
- Lower Bronte Creek and Harbour
- Coronation Park
- Fourteen Mile Creek/Baillie Estates
- Appleby College/McCraney Creek
- Hindemarsch Property
- Sixteen Mile Creek Mouth
- Morrison Creek/Gairlock Gardens
- Wedgewood Creek/Gardener Estate

CULTURAL HERITAGE:

LAND USE

- 90% residential/institutional/commercial
- 10% open space

FEATURES

- Bronte Harbour and marina
- Oakville Harbour and marina
- Waterfront Parks
- creek valley greenbelts and parks
- Oakville and Bronte heritage districts and buildings
- Appleby College

SCENIC RESOURCES:

CHARACTER

Generally the character of this unit is typical of a stable and vital urban area. The largest component is of low rise residential neighbourhood with tree lined streets. Houses range in age from mid 19th century in the original settlement areas, to contemporary in recent developments and in redeveloped shoreline estates. There is a shady canopy of trees over much of the length of Lakeshore Road and on many of its connecting side streets.

VIEWS

There are many picturesque residential areas particularly along Lakeshore Road and south on side streets to the shore. Shore parks and street ends offer views to the lake and on clear days the Niagara Peninsula across the lake is visible across the lake. Bronte Harbour Park, Oakville Harbour Park and Coronation Park are directly accessible from Lakeshore Road and provide excellent viewing opportunities.

OAKVILLE SHORE

From the lake this unit appears as a wooded landscape with houses on the shore and the Bronte and Oakville Harbour areas as features. Apartment buildings project above the tree line in places.

community is stable. As individual parcels at the shore become available, they may either be converted to public use or redeveloped at higher density. High rise development could change the character of the unit to a significant degree.

INTERPRETIVE POTENTIAL:

The interpretive value of this unit lies in its economic genesis as an area where oak lumber was harvested, milled, and shipped to England for ship building and other uses. Bronte Creek is a migratory and spawning route for salmon and trout. Natural areas contain some rare and significant bird and plant species.

ASSOCIATIONS AND MEANINGS:

- historic lumber harvesting
- comfortable establishment residential community

IMPLICATIONS OF CHANGE:

Most lands in this unit are currently developed, and the



Oakville Harbour, the mouth of Sixteen Mile Creek, and downtown Oakville

LORNE PARK

UNIT NO: 8

LOCATION:

On the lakeshore in the City of Mississauga west of the Credit River Valley and extending inland 4 km.

National Topographic System Map:
30 M/12

M.N.R. Sheets 10 17 6100 48200
 10 17 6100 48150
 10 17 6050 48200

SIZE: 18 km²

DESCRIPTION:

The Lorne Park Unit is named for the residential district at its centre. Other areas in the unit are known as Park Royal, Rattray Park Estates, Glen Laven, Lorne Park Estates, and Birchwood. The former town of Clarkson and the western portion of Port Credit are in this unit.

This area is largely middle and upper income residential with supporting commercial and institutional development. Parks and open space are primarily creek valley lands. The main shoreline features are the Rattray Marsh, Lorne Park Estates woodland, and decommissioned refinery lands.

SHORE CHARACTER:

The shore has no significant bluffs and is almost entirely protected with armour stone and large boulder rip-rap. Beaches are cobble. Approximately half the shore lands are private residential properties and not publicly accessible. The remainder (with the exception of the refinery lands) is accessible through significant shore line parks.



Heavily treed residential neighbourhoods are a sharp contrast to the Petro Canada refinery along the Mississauga waterfront



An interesting view of Jack Darling Memorial Park with Lakeshore Road in the foreground just west of Port Credit

LORNE PARK

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Lorne Park is a gently rolling unit with elevations to 50 m above lake level in its northern portions. The landscape is moderately incised by Sheridan Creek, Turtle Creek, Lornewood Creek, Tecumseh Creek, and Birchwood Creek.

The unit is in the Lake Iroquois sand plain. There are two ancient beaches, one describes the north of the unit and the other is very near the shore of Lake Ontario in the vicinity of Lorne Park Estates.

FOREST COVER

This unit is heavily treed with landscape specimens of native and exotic origin. Natural areas contain woodland with white pine, red and white oak, sugar maple, beech, sassafras, hemlock, white birch, ash, and willow, strongly represented.

SIGNIFICANT NATURAL AREAS

- Meadowwood Park
- Rattray Marsh
- Turtle Creek/Shoreline Park/Jack Darling Park
- Fudger's Marsh
- Lorne Park Prairie / Richards Memorial Park / Lornewood Creek
- Cranberry Cove Park/Tecumseh Creek

CULTURAL HERITAGE:

LAND USE

- 80% residential/commercial/institutional
- 20% parks and open space

FEATURES

- Jack Darling Memorial Park
- Rattray Marsh trails and boardwalk
- Richards Memorial Park
- Cranberry Cove Park
- Clarkson Village
- Port Credit
- various heritage buildings and sites

SCENIC RESOURCES:

CHARACTER

The predominant image of this unit is one of tree lined streets, large landscaped lots and substantial houses particularly south of Lakeshore Road.

VIEWS

There are opportunities to view the lake from the shore

parks and there is a long view down Winston Churchill Blvd. to the lake in the west end of the unit.

Within the unit parks and streets present numerous scenic and picturesque opportunities. There are few opportunities to see the lake when back from the shore due to the built-up and treed nature of the landscape. From the lake the Lorne Park unit appears as a woodland with evidence of low rise residential urban development at the shore.

INTERPRETIVE POTENTIAL:

Rattray Park Marsh and the surrounding green space offers a rich diversity of plant, fish and bird communities for interpretation. It is the most significant marsh and barrier beach complex west of Toronto on the shore of Lake Ontario.

ASSOCIATIONS AND MEANINGS:

- established residential tranquility
- waterfront natural area

IMPLICATIONS OF CHANGE:

As a stable and established area there is little potential for significant change in the foreseeable future. Any development of the refinery lands in the east of the unit holds the most significant potential for change.

CAWTHRA

UNIT NO: 9

LOCATION:

In the City of Mississauga, east of the Credit River to Etobicoke Creek, and extending inland from the lake 3 km. to the Q.E.W. highway.

National Topographic System Map:
30 M/12

M.N.R. Sheets: 10 17 6100 48200
10 17 6100 48250
10 17 6150 48200
10 17 6150 48250

SIZE: 15 km²

DESCRIPTION:

The Cawthra unit is named after the road and small creek which cross it in a north/south direction near its centre. The unit is mostly residential, although there is a significant open space component (park and golf courses), and shoreline industry and public utilities, particularly in the east.

The Cawthra unit is comprised of the communities of Lakeview, Orchard Heights, and the eastern portion of Port Credit.

SHORE CHARACTER:

The shoreline in the Cawthra unit is complex and convoluted. It is extensively armoured. There is a beach in the east of the unit at Marie Curtis Park. There is relatively little private residential shore land ownership and there are numerous shoreline park areas, but continuous pedestrian access along the shore is impeded by the residential properties and industrial/utility plants.



Lakeview Generating Station with its four familiar chimneys, the Four Sisters and Lakefront Promenade with its new marina, boat launch, beaches and picnic sites



The site of the former St. Lawrence Starch Company provides an exciting redevelopment opportunity for the Mississauga waterfront

CAWTHRA

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Cawthra unit is a flat to gently rolling area, with the highest elevations at 45m above lake level. The landscape is shallowly incised by several small creeks - Applewood Creek, Cooksville Creek, Mary Fix Creek, Cawthra Creek, and Serson Creek.

The Cawthra unit lies primarily in the Lake Iroquois till plain, with the north west corner on sand plain.

FOREST COVER

The unit is well treed with horticultural landscape and street plantings of native and exotic origins. Natural wooded areas contain stands with white pine, beech, sugar maple, black cherry, red oak, and hemlock, in the upland and valley slope areas. Bottomland woods are forested with crack willow, Manitoba maple, and poplar.

SIGNIFICANT NATURAL AREAS

- Mary Fix Creek
- Lakefront Promenade and Cooksville Creek
- Cawthra Woods and Creek
- Applewood Creek

CULTURAL HERITAGE:

LAND USE

- 70% residential/commercial/institutional
- 15% industrial/utility
- 15% parks and open space

FEATURES

- The Adamson Estate
- Lakefront Promenade
- Marie Curtis park
- Cawthra Park
- Toronto Golf Club
- Lakeview Golf Course
- Lakeview Generating Station (The Four Sisters)

SCENIC RESOURCES:

CHARACTER

The predominant character of this unit is one of tree lined streets, and landscaped and well maintained residential properties, typical of an established and stable suburban community.

VIEWS

There are opportunities to view Lake Ontario from numerous locations in the shore parklands. Within the unit, parks and streets present many scenic and

picturesque prospects. There are few chances to see the lake when back from the shore, due to the built-up and treed nature of the landscape.

From the lake the Cawthra unit appears wooded with minor evidence of residential urban development at the shore. The Lakeview Generating Station is prominent on the shore in views from the lake.

LANDMARKS

Lakeview Generating Station chimneys (Four Sisters)

INTERPRETIVE POTENTIAL:

The Adamson Estate on the shore provides an excellent opportunity to interpret the life at a typical old lakeshore estate, and the architectural merits of the building.

ASSOCIATIONS AND MEANINGS:

- comfortable suburban living
- thermal electric power generation

IMPLICATIONS OF CHANGE:

As this is a stable and established area there is little potential for significant change in the foreseeable future except in the form of infill and the redevelopment of former industrial and institutional sites. The ultimate fate of the St. Lawrence Starch Company lands in the west of the unit and the former Canada Post / Arsenal Lands in the east, holds the most significant potential for change.

CREDIT RIVER VALLEY

UNIT NO: 10

LOCATION:

This unit bisects the City of Mississauga and extends 7 km inland from the lake to Burnhamthorpe Road.

National Topographic System Map:
30 M/12

M.N.R. Sheets: 10 17 6100 48200
10 17 6050 48200

SIZE: 7 km²

DESCRIPTION:

In the bottom of the valley, which comprises this unit, the Credit River pursues a meandering course to Lake Ontario. This is primarily an open space unit containing public parks, golf courses, and the Erindale Campus of the University of Toronto. The river mouth is the location of the old town of Port Credit which is now incorporated into the City of Mississauga. Although not actually on the river, Port Credit Harbour and marina are within the Credit River Valley unit.

The Credit River has the largest watershed of the rivers and creeks flowing into Lake Ontario between Burlington and Trenton.

The section of the river between the Queen Elizabeth Way and the shore is quiet and marshy in contrast to the steeper and faster flowing upstream portions. Erindale, near the north of this unit, had at one time a mill and a small hydro-electric generating station.

Historically Port Credit, at the mouth of the river was one of the sites for the shipping of lumber cut from the Peel



The mouth of the Credit has undergone many changes in the past to accommodate industrial and commercial uses. Current redevelopment proposals include charter boat docks, transit marina and public open space

Plain and subsequently grain grown on the cleared land. The harbour area became the site for the construction of commercial schooners, and in the early 20th century the building industry began mining the river mouth area for building stone, sand and gravel. The harbour was subsequently used by a fishing fleet, Canada Steamship

CREDIT RIVER VALLEY

Lines, and is currently a marina for pleasure craft. Prior to settlement by Europeans the mouth of the Credit River was an encampment site for the Mississauga Indians where they fished salmon and subsequently traded furs with French traders from Quebec.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Credit River has cut a 30 m deep and 1/2 km wide valley in the Peel Plain. The valley sides are steep and treed. South of the Queen Elizabeth Way the valley becomes less dramatic as the adjacent landscape slopes down toward the shore of Lake Ontario.

Physiographically this portion of the Credit River Valley crosses the ancient Lake Iroquois sand plain.

FOREST COVER

Forest is concentrated on the valley walls and valley bottom woods are regenerating in some areas. The valley sides are wooded with mixed upland species, represented by sugar maple, beech, red oak, white pine, hemlock, black cherry, white oak and white birch. Bottomland areas contain stands of willow, and Manitoba maple. Carolinian species are represented with black walnut, and sycamore.

Parks and golf courses combine native and exotic coniferous and deciduous landscape specimens.

SIGNIFICANT NATURAL AREAS

- Lower Credit River Marshes
- Credit River at Erindale
- Roy Ivor's Woodlot

CULTURAL HERITAGE:

LAND USE

The Credit River Valley unit is an interconnected greenway of parks and private open space. The unit also contains Erindale College on an upland area and marina and harbour facilities at the shore. A few residential buildings are in the unit between the Queen Elizabeth Way and Dundas Street (Highway 5).

FEATURES

- Port Credit Harbour
- Mississauga Golf and Country Club
- Credit Valley Golf and Country Club
- Erindale College
- Erindale Park
- Memorial Park
- Saddington Park

- J. J. Plaus Park
- Sawmill Valley Trail
- Heritage buildings in Port Credit Harbour area
- Port Credit lighthouse

SCENIC RESOURCES:

CHARACTER

The unit's character is of an urban natural area with a view shed confined by the valley sides. Burnhamthorpe Road, Dundas Street, the Queen Elizabeth Way, Lakeshore Road, and the CNR cross the unit at intervals on bridges. Mississauga Road traces the western side of the unit. Traffic and rail noises are evident when in the valley.

VIEWS

Views for the most part are confined within the unit. At the river mouth views over the lake and east and west along the shore are available. Views into the Valley from bridges and adjacent upland areas are dramatic and have high interest value.

LANDMARKS

- bridges seen from valley floor
- lighthouse at Port Credit Harbour

INTERPRETIVE POTENTIAL:

This unit offers opportunities for interpretation of water transport and early trading. Significant salmon spawning runs, geology, and fossils are opportunities for nature interpretation.

ASSOCIATIONS AND MEANINGS:

- native culture
- early natural resource exploitation
- shipping
- contemporary recreation
- wildlife corridor

IMPLICATIONS OF CHANGE:

Land uses in this unit are fairly stable. Further enhancement of natural systems and woodlands is anticipated. Future development in Port Credit harbour area has the greatest potential for change in the unit.

ETOBICOKE SHORE

UNIT NO: 11

LOCATION:

On the shore of the lake comprising the most westerly portion of the Metropolitan Toronto waterfront between the Humber River Valley to the east and Etobicoke Creek (Mississauga City limits) to the west.

National Topographic System Maps:
30 M/12
30 M/11

M.N.R. Sheets: 10 17 6150 48250
10 17 6150 48300
10 17 6200 48250
10 17 6200 48300

SIZE: 20 km²

DESCRIPTION:

This is an urban unit of diverse character. It is an older suburban area of Metropolitan Toronto comprised of the formerly autonomous communities of Long Branch, Mimico, and New Toronto. Districts in Etobicoke are still known informally by these names. A large portion of the centre of this unit is older industrial, railway, and penal institute lands. Much of the housing and associated retail/commercial areas are of older vintage and many of the neighbourhoods housed workers from adjacent industry. There are substantial residential properties near the shore. There are contemporary high density residential developments on the shore at Mimico and more will be replacing the old motels on the Lakeshore Road strip between Mimico Creek and the Humber River.

Humber College, the R. L. Clark Filtration Plant, and the Colonel Sam Smith Lakeshore Hospital grounds



Colonel Sam Smith Park with its new marina and recreated wetlands in the lower centre of the picture



Typical older low rise development that can be easily screened by mature trees shown here in Mimico area

ETOBICOKE SHORE

occupy a significant block of land centrally on the waterfront.

SHORE CHARACTER:

The entire shoreline is protected with armour stone and/or rip-rap and has a pebble beach with the exception of a small stretch of sand beach at Marie Curtis Park.

There are no significant shore bluffs in this unit. Much of the shore lands are in private residential ownership and so are not accessible by the public. There are occasional small parcels of public land on the shore offering windows to the lake, and major waterfront parks on lakefill at Mimico Creek and on the central waterfront at the foot of Kipling Avenue near the Lakeshore Psychiatric Hospital.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

As this unit is extensively urbanized much of its natural topographic character is obscured. The Etobicoke Shore is generally a low lying, flat to very gently rolling unit. The majority of the landscape is less than 25 metres above lake level. The unit is shallowly incised by Mimico Creek, the only watercourse of any significance crossing it. The east and west boundaries of the Etobicoke Shore unit are defined by the Humber River Valley and Etobicoke Creek respectively. Physiographically the Etobicoke Shore unit is located on a small area of Lake Iroquois till plain.

FOREST COVER

Due to extensive urbanization of this unit there is very little natural forest cover. There are horticultural and street tree plantings of native and exotic coniferous and deciduous trees throughout the unit. Manitoba maple, cottonwood, alder and willow grow in the natural areas associated with the creek and river valleys.

SIGNIFICANT NATURAL AREAS

- Lower Etobicoke Creek/Marie Curtis Park
- Colonel Samuel Smith Park / Lakeshore Hospital grounds
- R. L. Clark Filtration Plant
- Mimico Creek Mouth/Humber Bay Park

CULTURAL HERITAGE:

LAND USE

- 55% residential/commercial/institutional
- 40% industrial/utility/railway
- 5% park and open space

FEATURES

- Colonel Sam Smith Park / Lakeshore Hospital grounds
- Humber Bay Park and Humber Bay West Marina
- Marie Curtis Park
- Colonel Samuel Smith Park Marina
- Ontario Reformatory
- Grand Harbour Apartments
- Palace Pier Apartments

In addition to these special features are a number of interesting older neighbourhoods and estates that were constructed as summer resorts and cottages. The remaining areas have interesting street patterns and streetscape that set them apart from the rest of Etobicoke.

SCENIC RESOURCES:

CHARACTER

The Etobicoke Shore unit has a mixed visual character arising from the juxtaposition of a broad diversity of land uses and residential neighbourhood income levels. There are areas of substantial residential properties on tree shaded streets near the shore contrasting with industrial fringe areas and disused factories. The former Lakeshore Psychiatric Hospital is a feature of unique character and architectural heritage (buildings currently being restored).

VIEWS

There are numerous picturesque areas on the treed residential streets south of Lakeshore Road. The shore offers interesting viewing opportunities both east and west, and over the lake. Of particular note are the views from Humber Park of the bay itself and to the downtown city skyline. Viewing back toward the shore from this point, through the marina to the shoreline apartments is also interesting. Nearby, and slightly to the east, travellers on the eastbound Queen Elizabeth Way are treated to their first glimpse of the lake and the downtown skyline beyond over the old beach motel strip. Colonel Samuel Smith Park offers similar opportunities to Humber Bay Park although the views toward the city core are not as dramatic.

From the lake the unit appears heavily treed with evidence of urban development at the shore. Apartment buildings punctuate the skyline through the trees in the unit and beyond to the north.

LANDMARKS

- Grand Harbour Apartments
- Palace Pier Apartments

ETOBICOKE SHORE

INTERPRETIVE POTENTIAL:

The Lakeshore Psychiatric Hospital and grounds offer an opportunity for the interpretation of heritage institutional architecture. The best natural interpretation opportunities in this unit are in Marie Curtis Park which is habitat for three owl species, and the Lakeshore Psychiatric Hospital grounds which is an important area for migrating birds. The Mimico Creek mouth is considered one of the best birding areas in Toronto, particularly for rare waterfowl.

ASSOCIATIONS AND MEANINGS:

- industrial and railway heritage
- social institutions (reformatory and psychiatric hospital)
- resort community

IMPLICATIONS OF CHANGE:

The Etobicoke Shore unit is in transition as industry leaves and factory lands are redeveloped. The motel strip is also about to be redeveloped. Both these events will significantly alter the character of the unit. The motel strip redevelopment will have implications for views from the Q.E.W. and will alter the appearance of the unit from the lake perhaps diminishing the importance of the existing shoreline apartments as landmarks.



The public walks and two storey structures provide a pleasant transition between the water's edge and the taller residential buildings of the Grand Harbour Apartments

HUMBER RIVER VALLEY

UNIT NO: 12

LOCATION:

This unit extends 4 km inland from the shore to Dundas Street West in Etobicoke.

National Topographic System Maps:
30 M/11
30 M/12

M.N.R. Sheets: 10 17 6200 48300
10 17 6200 48350

SIZE: 1.6 km²

DESCRIPTION:

In this unit the Humber River pursues a meandering course in the bottom of its 25-30 m deep valley. The unit is the outfall portion of the largest single watershed in the Metropolitan Toronto area (570 km²). It forms a significant wildlife corridor from the shore into the urban area.

At one time the river was used as a portage route between Lakes Ontario and Simcoe. (The name of Toronto was derived from the native language for "carrying place", the Indian name for the area at the river mouth).

NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

This portion of the unit is a deep cut valley form in the Lake Iroquois sand plain. Valley walls are steep and range from low at the shore to 30 m near the north end of the unit. The river meanders in the bottom of the valley forming oxbows as it follows a gentle gradient to the lake.

FOREST COVER

This unit is comprised of both marsh and extensive woodland. Tree species represented are Manitoba maple, cottonwood, willow, red and white oak, and on the dry valley bank slopes are sugar maple.

SIGNIFICANT NATURAL AREAS

- Lower Humber River Marshes and Valley
- Humber River Valley/Home Smith Magwood Parks
- Humber River Valley Lambton Park and Woods

CULTURAL HERITAGE:

LAND USE

The Humber River Valley unit is an interconnected greenway of parks and other public open space. The valley contains a sewage treatment plant at its south end just north of the Gardiner Expressway.

FEATURES

- Native archaeological sites
- Kings Mill Park
- South Humber Park
- Humber Valley Yacht Club
- Humber Treatment Plant

SCENIC RESOURCES:

CHARACTER

The unit's character is of an urban natural area with a view shed confined by the valley sides. The Queensway, the Gardiner Expressway, and Lakeshore Blvd. crossings effectively divorce this unit from the lake into which the river flows. Noise levels near the major road crossings can be intrusive.

VIEWS

Views for the most part are confined within the unit. At the river mouth views over the lake and east and west along the shore are available.

LANDMARKS

- Humber River Bicycle/Pedestrian Bridge

INTERPRETIVE POTENTIAL:

There are opportunities for wetland interpretation. Historic portage route to Lake Simcoe is of interest.

ASSOCIATIONS AND MEANINGS:

- Site of original community named "Toronto".

IMPLICATIONS OF CHANGE:

Dramatic physical change is not foreseeable for this unit, although the wetlands could

HUMBER RIVER VALLEY

be threatened by polluted run-off from adjacent areas and further invasion by purple loosestrife.



The new Humber River pedestrian and bicycle bridge

HIGH PARK

UNIT NO: 13

LOCATION:

North of the Gardiner Expressway and south of Bloor Street between the Swansea and Parkdale communities. Inland from Sunnyside Beach.

National Topographic System: Map:
30 M/11

M.N.R. Sheet: 10 17 6200 48300

SIZE: 2 km²

DESCRIPTION:

High Park is one of Toronto's largest and most beloved parks. It is an oasis in the inner city, offering some active and a high proportion of passive recreational opportunities. It is the largest natural area in the city. A very significant feature is Grenadier Pond which was at one time a shore line feature separated from the lake by a narrow sand bar.

The unit includes the Rennie Park area separated from High Park by the Ellis Avenue neighbourhood.

NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

High Park is on the Lake Iroquois sand plain. The park is deeply cut by two stream valleys with a plateau remaining at its centre. Thus High Park is characterized by many sloping areas. Elevations across the park differ by 35 m from Grenadier Pond which is almost at lake level to the high areas of the plateau near Bloor Street.

FOREST COVER

Extensive areas of the park are covered by dry black oak savannah with prairie understorey. There are also areas of wetland, red oak - black cherry - red maple forest, hemlock-red oak association, and Manitoba maple forest. There are horticultural plantings particularly in the area of Colborne Lodge and the Grenadier Restaurant Gardens.

SIGNIFICANT NATURAL AREAS

- High Park Oak Woodlands
- Rennie Park
- Ellis Park
- South Kingsway East Flank

CULTURAL HERITAGE:

LAND USE

- 100% public open space

FEATURES

- Colborne Lodge
- Grenadier Pond & Gardens
- Park roads and drives
- Zoological Park

SCENIC RESOURCES:

CHARACTER

The woodland character of the park is in contrast to the surrounding residential neighbourhoods. There is a balance of natural woodland and accessible lawn play and picnic areas and horticultural displays. The park is large enough that visitors can lose all reference to the surrounding city from its interior.

VIEWS

There are many picturesque woodland ravine and parkland scenes within the unit. The lake can be seen from locations in the south of the park.

LANDMARKS

- Colborne Lodge

INTERPRETIVE POTENTIAL:

Unique opportunity for interpretation of provincially rare oak savannah and regionally rare red oak - hemlock forest type. Park history and Colborne Lodge are opportunities for cultural interpretation.

ASSOCIATIONS AND MEANINGS:

- urban refuge
- historical landscape
- natural heritage

IMPLICATIONS OF CHANGE:

Present initiatives to restore the Oak savannah understorey are changing the priorities

HIGH PARK

of the park from a maintained park to one with more natural areas. Pressure from heavy use is a constant threat to the quality of both the natural and manicured areas.



Grenadier Pond in High Park

SUNNYSIDE / EXHIBITION

UNIT NO: 14

LOCATION:

Along the shore of Humber Bay from the mouth of the Humber River east to the foot of Bathurst Street. Unit extends from Gardiner Expressway south to shore beach. A small portion of the unit lies north of the expressway in the area of Fort York at Bathurst Street.

National Topographic System: Map:
30 M/11

M.N.R. Sheets: 10 17 6250 48300
10 17 6200 48300

SIZE: 5.25 km²

DESCRIPTION:

This is an integrated park and open space area of long standing recreational activity which today includes the Western Beaches, Marilyn Bell Park, Ontario Place, Coronation Park and Fort York. The unit is intensively used both by residents of the greater Toronto Region and international visitors.

SHORE CHARACTER:

From the Humber River east to the Boulevard Club, at the foot of Roncesvalles Avenue, the shore is sand beach. From this point eastward, the shore is protected by rip-rap to Ontario Place. A breakwater is continuous off shore (with small gaps) across this unit. A new continuous dock wall has been constructed connecting Coronation Park with Harboufront.

The shore has a high level of visual and physical accessibility.



This photo shows what an effective barrier the Lakeshore, Gardiner and railway corridor makes between Sunnyside, Exhibition Place and adjacent neighbourhoods

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Much of the unit is artificial, constructed of lake fill incrementally since 1835. Generally this unit is flat and level with elevations between 1 m and 5 m above

SUNNYSIDE / EXHIBITION

lake level. The land areas at the west end of Exhibition Place at the foot of Dufferin Street, and the land on which Fort York was built in the north east at Bathurst Street, are of natural origin. There are some artificial heights of land at Ontario Place which reach 12 m above lake level.

FOREST COVER

This unit has very little woodland cover. None is of natural origin. Trees are commonly a mixture of native and exotic species scattered over lawn areas.

SIGNIFICANT NATURAL AREAS:

- Sunnyside Beach

CULTURAL HERITAGE:

LAND USE

- 95% public park and open space
- 5% private industrial (Molson Breweries and Wittington lands)

FEATURES

- Fort York
- HMCS York
- Ontario Place
- Exhibition Place (buildings, structures and grounds)
- Sunnyside Bathing Pavilion
- Boulevard Club
- Toronto Sailing and Canoe Club
- Argonaut Rowing Club
- Alexandra Yacht Club
- National Yacht Club
- Gzowski Park
- Sunnyside Beach
- Budapest Park
- Marilyn Bell Park
- Coronation Park
- Stanley Barracks (Marine Museum)
- Gardiner Expressway
- Lake Shore Blvd.

SCENIC RESOURCES:

CHARACTER

The Sunnyside/Exhibition unit is strongly linked with the water. It is an area associated with summer recreation and entertainment. Much of the architectural character is of a type found nowhere else on the north shore of Lake Ontario. The Sunnyside Bathing Pavilion, the older buildings at Exhibition Place and the contemporary structures of Ontario Place are distinguishing elements in this unit. The power and magnitude of the lake competes for attention with the traffic on Lakeshore Blvd. and the imposing structure and traffic of the Gardiner

Expressway. Old Fort York long divorced from its shoreline location by fill is further diminished by the elevated Gardiner Expressway.

VIEWS

Views of the lake and boating activity are available from the shoreline throughout the unit. There are also views, of Ontario Place and the Toronto skyline from the lake, the waterfront through Exhibition Park from the foot of Dufferin Street, Ontario Place from Lakeshore Blvd., and the Toronto skyline from Ontario Place. The view of the Princes' Gates from westbound Lakeshore Blvd. is particularly striking.

LANDMARKS

The unit is replete with landmarks. The Princes' Gates, Ontario Place pods and cinesphere and the Sunnyside Bathing Pavilion are outstanding.

INTERPRETIVE POTENTIAL:

There is a richness of opportunities for historic and cultural interpretation in this unit. Old Fort York, Stanley Barracks, amusement park history (Sunnyside and Exhibition) and Marilyn Bell's swim across the lake are examples.

ASSOCIATIONS AND MEANINGS:

- recreation area with a long history
- original settlement of the area and military garrison

IMPLICATIONS OF CHANGE:

The physical and cultural landscapes in this area have almost continuously been in flux and subject to alteration. This trend continues with the current examination of the future form of Exhibition Place, and the Gardiner Expressway. Proposals are being considered for the redevelopment of the Molson and Wittington lands south of Fort York.

Each of these initiatives has the potential to alter the character of this unit, hopefully with positive results in terms of city/waterfront relationships.

TORONTO ISLANDS

UNIT NO: 15

LOCATION:

Off shore south of central Toronto defining the Inner Harbour.

National Topographic System Map:
30 M/11

M.N.R. Sheets: 10 17 6250 48250
10 17 6250 48300
10 17 6300 48300

SIZE: 4.5 km²

DESCRIPTION:

The archipelago owned by Metropolitan Toronto and known as the Toronto Islands was at times, during the 19th century and earlier, connected to the mainland. The Islands are special to Toronto providing waterfront recreation, boat clubs, a marina, visitor moorings, a small residential community (formerly more extensive but much has demolished for parkland), an airport for business and recreational fliers, and the site of a water filtration plant.

The islands are served by ferries running between the mainland terminal, and Hanlan's Point; Centre Island and Ward's Island. A fourth ferry plies the western gap serving the airport. Vehicular access to the island is limited to parks and service vehicles.

SHORE CHARACTER:

The shore is variable in this unit. It is all low lying with areas of retaining wall and sheet piling, rip-rap, low vegetated bank and sand and pebble beach.



Western end of Toronto Island looking towards Gibraltar Point



Centre Island with its treed passive areas and formal gardens along lakeshore edge

TORONTO ISLANDS

The individual islands are separated by a maze of small channels many of which have banks lined with docks and slips for small craft.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The islands were formed by water deposition of sand and clay over bedrock. Extensive portions in the area of the airport are of artificial fill construction. The islands are an extremely flat land form with elevation between 1 m and 2 m above lake level.

FOREST COVER

With the exception of the airport more than 50% of the islands are wooded. In some areas the woodland floor is manicured park lawn while in others, it is natural understorey.

Predominant deciduous tree species are willow and cottonwood. There are ornamental plantings in the park and residential areas.

SIGNIFICANT NATURAL AREAS

- Hanlan's Beach
- Snake Island
- Snug Harbour Islands
- Ward's Island
- Centre Island Meadow
- Mugg's Island
- West Algonquin Island

CULTURAL HERITAGE:

LAND USE

- 70% public parkland/public utilities
- 7% residential
- 20% airport
- 3% yacht clubs, etc.

FEATURES

- Filtration Plant
- Gibraltar Point Lighthouse and Pier
- R.C.Y.C.
- Queen City Yacht Club
- Island Yacht Club
- Park gardens and bridges
- Centreville Amusement Area
- Island Airport
- Ferry Docks
- Island Nature School
- Ward's Island Pier

SCENIC RESOURCES:

CHARACTER

The Toronto Islands unit has the character of extensive open space. The feeling of relaxing freedom contrasts strongly with the urban core area 2 km away over the water which visitors leave when boarding the ferry. On the islands there are areas of residential community, heavily used and active manicured parkland, and quiet natural areas.

VIEWS

There are many picturesque areas on the islands for viewing the unit itself. Along the north shore there are spectacular views across the Inner Harbour to the central business district of Toronto with its sculptural skyline of skyscrapers, the CN Tower and the Skydome.

The south shore offers opportunities for views of the lake in all weather and seasons. Gibraltar Point and the Ward's Island Beach are popular view points. All around the



Island Yacht Club adjacent to Deep Pike Cut

TORONTO ISLANDS

island, the water is animated with sailboats and other craft during the spring summer and fall seasons.

LANDMARKS

- Filtration Plant
- Airport Control Tower
- Communication Towers at Gibraltar Point
- Gibraltar Point Light

INTERPRETIVE POTENTIAL:

There is opportunity for interpretation of the formation of the islands (sand and dune deposition), wetland communities, and migratory birds and waterfowl.

Island history including residential community, rowing club, and Ned Hanlan are subjects for cultural interpretation.

ASSOCIATIONS AND MEANINGS:

- recreation area of long standing
- history of residential community and battle with Metro Toronto to remain on the Islands
- athletic, entertainment and sporting history and achievements.

IMPLICATIONS OF CHANGE:

Pressure resulting from over use could lead to degradation of natural areas.

HARBOURFRONT

UNIT NO: 16

LOCATION:

On the Inner Harbour at Toronto between Stadium Road and Yonge Streets, south of the Gardiner Expressway.

National Topographic System Map:
30 M/11

M.N.R. Sheets: 10 17 6250 48300
10 17 6300 48300

SIZE: .75 km²

DESCRIPTION:

This unit is a post-industrial landscape which is essentially an urban waterfront park area resulting from a federal initiative started in 1972 to return Toronto's derelict industrial waterfront to its citizens for recreational use.

Currently the unit is comprised of cultural facilities, restaurants, apartments, shopping concourse, offices, parking lots, parking structures and programmed and passive open space.

SHORE CHARACTER:

The shore retains its toothed pattern of quays and basins and is armoured with dock walls throughout.

NATURAL HERITAGE:

This unit is entirely of lakefill construction. As such there is little natural heritage save recent landscape plantings and common waterfowl.



Harbourfront with the Toronto skyline in the background



Bathurst Quay providing an interesting mix of housing, industry and public open space. New proposals are under consideration for the redevelopment of the Tip Top Tailor site in the foreground

HARBOURFRONT

CULTURAL HERITAGE:

LAND USE

Harbourfront has become a cultural and entertainment mecca in Toronto. There are retrofitted industrial buildings housing theatre, schools, office, shops, restaurants and residential units. There is significant new construction with condominium residences, and parking structures.

FEATURES

There are numerous built and cultural features including:

- Little Norway Memorial Park
- Queen's Quay Terminal Building
- RCYC Building
- Island Ferry Terminal
- The Marine Police Unit
- Harbourfront Antique Market
- Du Maurier Theatre
- Power House Art Gallery
- Spadina Marina
- Channel 4 Television Studios
- Canada Malting
- Molson Stage
- Tip Top Tailor Building

centralized location for the interpretation of the entire inner harbour area are in the Harbourfront unit. This would be an ideal location to provide information about the entire Greenway System.

World War II history can be interpreted at Little Norway.

ASSOCIATIONS AND MEANINGS:

- former port area
- contemporary arts and recreation

IMPLICATIONS OF CHANGE:

The future of the Gardiner Expressway is the key to the most significant change to this area.

SCENIC RESOURCES:

CHARACTER

The unit has a busy and vital mix of work and play with diverse opportunities for activity and entertainment particularly during the summer programs. There are bright colours, movement, and a high level of designed and built visual stimulus. There is a strong underlying layer of industrial and marine heritage embodied in the older structures and contemporary physical allusions.

VIEWS

Views are oriented southward across the inner harbour to the islands and eastward to the current commercial Port of Toronto. There are ample opportunities to observe private and commercial water craft including the Island Ferries. Aircraft taking off and landing at the Island Airport provide a visual interest.

LANDMARKS

- Queen's Quay Terminal Building
- Canada Malting elevators
- Harbour Castle Hotel

INTERPRETIVE POTENTIAL:

Opportunities for interpretation of port history, and a

PORT OF TORONTO

UNIT NO: 17

LOCATION:

Along the shore east from Yonge Street to Coxwell Avenue at Ashbridge's Bay, south from the Gardiner Expressway to Unwin Avenue.

National Topographic System: Map:
30 M/11

M.N.R. Sheets: 10 17 6300 48300
10 17 350 48300

SIZE: 5.2 km²

DESCRIPTION:

The unit comprises the site of Toronto's commercial port facility and other related industry, as well as public utility works. The unit is comprised entirely of lake fill which was placed incrementally between 1835 and 1967.

SHORE CHARACTER:

The shore line is entirely artificial and armoured with sheet pile or poured concrete.

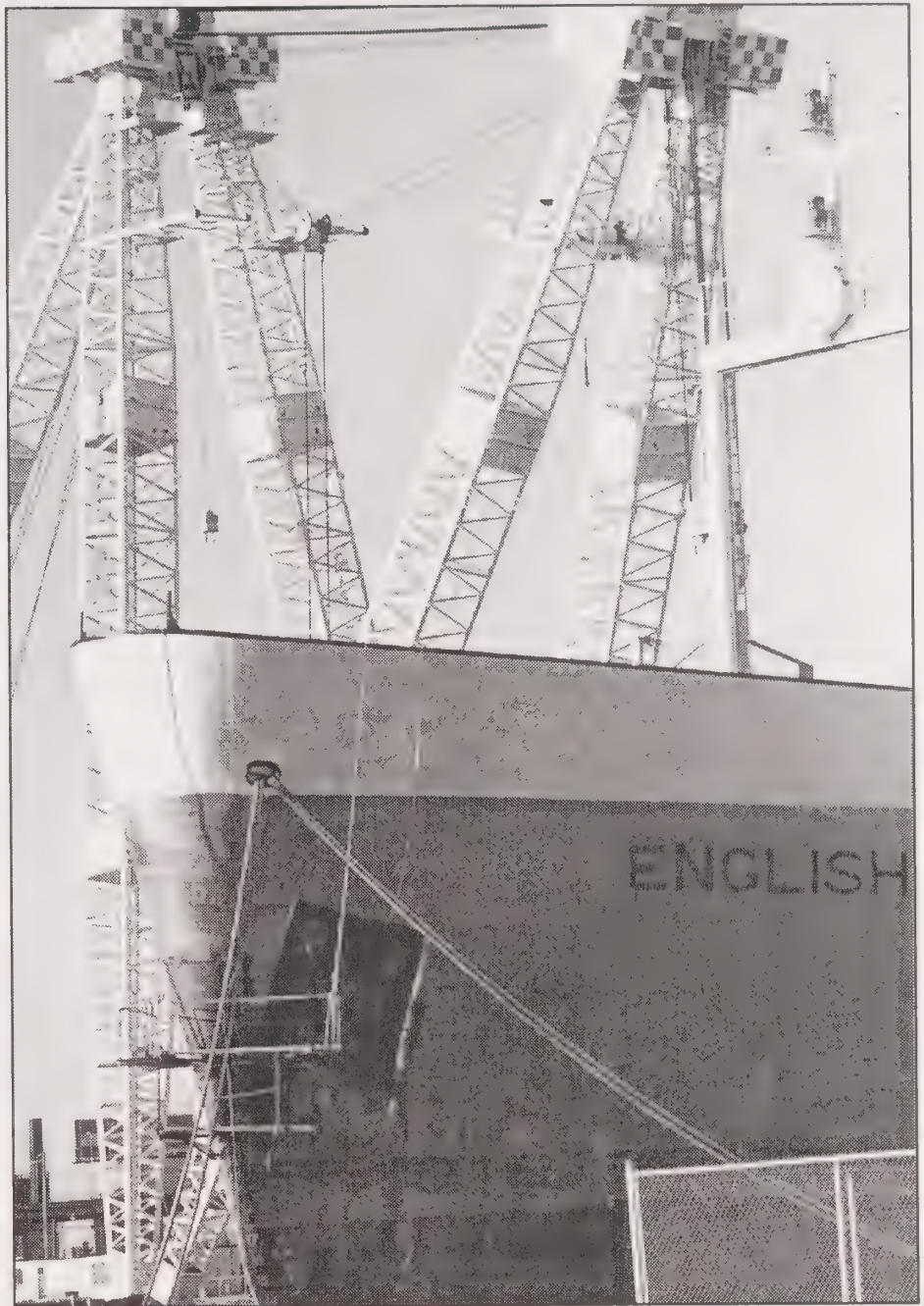
NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

This unit is an artificial landform with no significant physiographic or geomorphological attributes. The unit is generally flat and level at elevations which vary between 2.5 and 5.0 metres above the lake level.

FOREST COVER

This unit is sparsely vegetated due to its industrial history. Trees which are present are cottonwoods



Some of the remaining maritime character of the Port of Toronto

and various horticultural landscape specimens associated with offices and industrial sites.

SIGNIFICANT NATURAL AREAS

There are no significant natural areas in this unit.

PORT OF TORONTO

CULTURAL HERITAGE:

bicycle path

LAND USE:

- mostly industrial/public utility with a park (Mc Cleary)

FEATURES:

- Toronto Harbour Commission Marine Terminals
- two draw bridges
- Hearn Thermal Electric Generating Station (mothballed)
- Metropolitan Toronto Public Works Yard
- waste transfer station
- incinerator (not in use)
- public allotment gardens
- sewage treatment plant
- T.T.C. vehicle service and storage buildings
- Canada Post vehicular service and storage terminal
- Lafarge and Essroc cement distribution silos
- Victory Soya and Redpath Sugar
- bulk material storage
- dry dock
- harbour
- small and large port-related and other industries

SCENIC RESOURCES:

CHARACTER

The visual character of the Port is one of large open spaces dotted with industrial buildings and outdoor storage yards. There are several vacant sites and a sense of underutilization as a result of the gradual change in land use from bulk storage to more intensive service related industries. Although extremely interesting, it could not be described as picturesque. The drawbridge, ships, tugboats and other marine activities add a special flavour which makes the character of this area unique along the shoreline.

VIEWS

Access to the water's edge is limited in this unit because of the use of the docks for port related industries. There are a few existing areas for public access and viewing such as the Polson Street parkette and, others planned. These areas offer spectacular views of the downtown skyline and other marine activity. Although there is little topographic



The character of the Port will change as older industries and vacant land evolve into new intensive service industries

PORT OF TORONTO

relief, there are several interesting opportunities for internal views to industrial landmarks and activities.

Views of and into this unit may be had from the Inner and Outer Harbour, Ashbridge's Bay and Ashbridge's Park, and the Gardiner Expressway.

LANDMARKS

There are three tall industrial smoke stacks in this unit which serve as landmarks and orientation points from the lake and other units. These stacks arise from the former garbage incinerator, the Hearn Thermal Generating Station, grain silos and the sewage treatment plant.

Within the unit the iron frame of the drawbridge on Cherry Street functions as a landmark.

INTERPRETIVE POTENTIAL:

There is potential for the interpretation of shipping, transportation and the St. Lawrence Seaway. Industrial heritage is another possible theme including electrical generation, waste disposal and recycling.

ASSOCIATIONS AND MEANINGS:

- international shipping
- industrial heritage

IMPLICATIONS OF CHANGE:

Future changes in this area will alter the scenic and experiential value of this unit. There is tremendous potential to incorporate a variety of public activities and private sector initiatives that would capitalize on the waterfront location, cultural resources and industrial heritage of the area.

CHERRY BEACH / TOMMY THOMPSON PARK

UNIT NO: 18

LOCATION:

Unit encompasses Toronto's Outer Harbour with Cherry Beach forming the mainland shore area and Tommy Thompson Park comprising the East Headland protecting the Outer Harbour Marina.

National Topographic System: Map:
30 M/11

M.N.R. Sheets: 10 17 6300 48300
10 17 6350 48300

SIZE: 3.5 km²

DESCRIPTION:

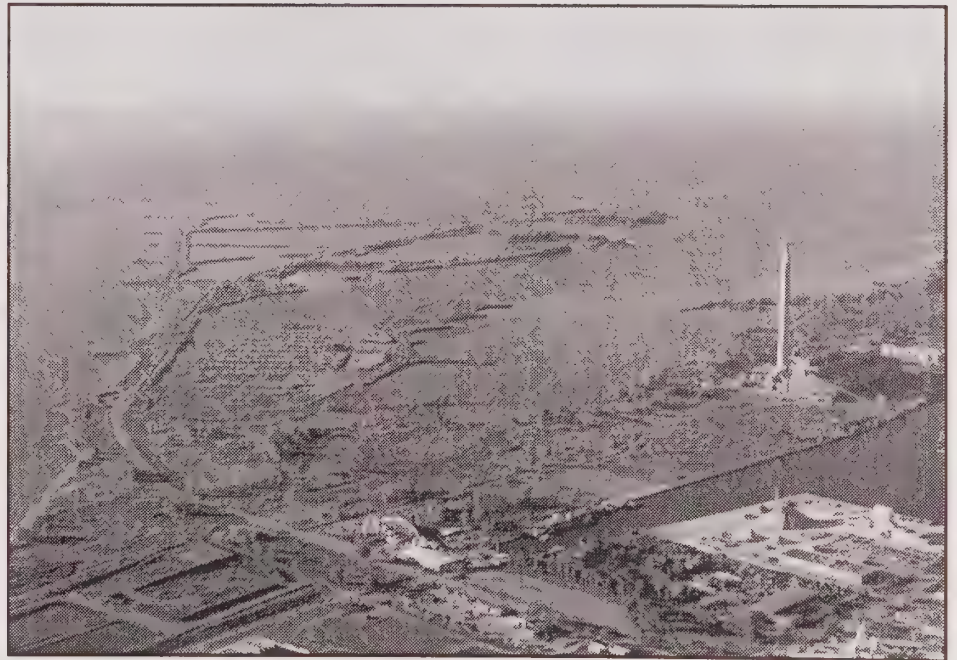
The unit is comprised primarily of lake fill which is currently being filled on the lake side of the East Headland (Tommy Thompson Park). The Cherry Beach portion is in part comprised of the original peninsula which formed the Toronto Islands and Harbour. The remainder, especially the eastern portion was created through lakefilling between 1956 and 1964. Much of the unit is naturalized although portions of the unit contain compatible uses such as the beach areas, sailing clubs and Outer Harbour Marina. The Cherry Beach (mainland) portion of the unit contains some organic soil contamination resulting from former industrial use.

SHORE CHARACTER:

Much of the shore is comprised of construction fill and rubble in the area of the East Headland. The East Headland shore is long and convoluted with numerous embayments and peninsulas. The Cherry Beach portion of the unit is primarily sand and pebble beach with



Ashbridge's Bay Treatment Plant



The emerging landform of Tommy Thompson Park and the mothballed Hearn Generating Station

CHERRY BEACH / TOMMY THOMPSON PARK

a high dock wall at the Eastern Gap entrance to the Inner Harbour.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is generally level and low lying with elevations rising from lake level to a height approaching 5 m on parts of the Eastern Headland.

FOREST COVER

A high proportion of this unit is naturalized by exclusively deciduous tree species. The most predominant species are cottonwood and willow (tree and shrub forms). The Eastern Headland tree communities, although extensively cottonwood, include Manitoba maple, black locust and the occasional occurrence of horticultural species such as mountain ash which have been imported with the fill.

SIGNIFICANT NATURAL AREAS

Both Cherry Beach and Tommy Thompson Park are considered to be significant natural areas supporting concentrations of migratory birds and waterfowl. There are provincially and regionally rare plants growing in this unit.

CULTURAL HERITAGE:

LAND USE

- former industrial sites
- organic waste composting
- marina facilities
- Tommy Thompson Park
- beach
- natural areas
- sailing

FEATURES

- Cherry Beach Life Saving Station
- Aquatic Park Sailing Club
- Outer Harbour Marina
- Cherry Beach Pavilion
- Walking, Jogging and Bicycle Path (Martin Goodman Trail)
- North Shore Dingy Sailing Clubs

SCENIC RESOURCES:

CHARACTER

Although an artificial land mass the visual character is one of natural shoreline resulting from the extensive tree cover. This is in sharp contrast with the dockwall edge of the Inner Harbour.

VIEWS

There are numerous short and long views along paths through the trees and along the shore. Many of the views in the Eastern Headland area include bays and lagoons with wetland vegetation and waterfowl.

From the Cherry Beach area the views are outward to the heavily treed Eastern Headland. From the Eastern Headland the views are to the north east of the park and the city including the downtown core and its sculptural composition of skyscrapers. The views to the south and east are over the lake and the views to the north east are along the mainland shore. The treed eastern extent of the Toronto Islands contribute a significant portion of the view to the north west in the foreground of the view of the downtown core beyond. During the warmer months the water views are animated by recreational sailing vessels in the Outer Harbour and in the open lake.

The unit appears as a line of trees floating on the water when seen from the lake. The composition of treed peninsulas created by the headland form the basis of dramatic winter scenes from Cherry Beach and the shore to the East.

INTERPRETIVE POTENTIAL:

This unit is a significant resource for avian interpretation and observation in the Toronto area.

ASSOCIATIONS AND MEANINGS:

- popular recreational beach
- reintroduction and restoration of the natural waterfront
- impact of water pollution on waterfront areas

IMPLICATIONS OF CHANGE:

This unit is a well recognized and important habitat for rare and significant bird species, as well as the location of plant communities of provincial and regional significance. Since the land is primarily in public ownership, much of it under the jurisdiction of the MTRCA, there is minimal possibility of threat to its integrity.

DON RIVER VALLEY

UNIT NO: 19

LOCATION:

Near the centre of Metropolitan Toronto the Don River flows south with its outlet in the port area. The northern limit of this unit is considered to be at the Millwood Road bridge, though the valley system extends beyond.

National Topographic System Map:
30 M/11

M.N.R. Sheets: 10 17 6300 48300
10 17 6300 48350

SIZE: 5 km²

DESCRIPTION:

The Don River Valley unit is part of the most significant and extensive valley and ravine system in Toronto. It is a fundamental part of the area's natural and cultural heritage and influenced the development of the city. The valley is heavily used as a transportation corridor and a recreational area. Ownership of the river valley lands is primarily in the hands of the City of Toronto, Metropolitan Toronto and the Metropolitan Toronto Region Conservation Authority. Much of the estuarine area at the extreme south of the unit is under the control of industrial concerns. Some of the ravine areas such as the Rosedale Valley and the Park Drive Ravine are privately held.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Don Valley is a wide (.5 to .75 km) and deep (up to 35 m) ravine with steep sides carved in the landscape by the Don River. Near the south end of the unit (south of Gerrard Street) the valley narrows significantly and the river banks are armoured. The actual mouth of the river has been extensively modified as the estuary area is industrially developed and is crossed by numerous rail lines and the Gardiner Expressway. Beyond the original mouth of the river is the lake fill area of the port, and the river outlets between the engineered banks of the Keating Channel into the Inner Harbour.

Most of the Don River Valley unit is in the Lake Iroquois sand plan. There are areas of clay of pre-Iroquoian origin.

FOREST COVER

The Don River Valley is in the Don Valley forest unit. Many of the ravine slopes are heavily wooded with upland hardwoods including oak, beech, ash, sugar maple. Willows and cottonwood grow in the valley bottom lands. In areas there are significant invasions by exotic horticultural species, particularly in the woodland understorey.

SIGNIFICANT NATURAL AREAS

- Rosedale Valley
- Park Drive Ravine
- North Face of the abandoned quarry (Don Valley Brickyard)
- Don River Valley

CULTURAL HERITAGE:

LAND USE

- 40% industrial/highway/rail
- 40% public open space
- 20% private open space

FEATURES

numerous bridges including:

- Bloor viaduct
- Leaside (Millwood Road)
- Pottery Road Bridge
- Don Valley Parkway
- Bayview Ave. extension
- CNR line
- North Toronto Sewage Treatment Plant
- Don Valley Brickyard
- Rosedale Valley Road
- Todmorden Mills
- Riverdale Park
- Riverdale Farm (former Zoo)

DON RIVER VALLEY

SCENIC RESOURCES:

CHARACTER

The extent of this unit is strongly defined by the imposing valley walls. The landscape character is very mixed as are the land uses but the river and valley form dominates. The valley bottom is open in character while the majority of the walls and side ravines are wooded.

The Don Valley Parkway dominates the character of the unit with its visual presence and traffic noise. The parkway forms a barrier to full exploration of the valley on foot.

VIEWS

Views into and up and down the Don River Valley are dramatic in their scale. The high bridge crossings offer views up and down the valley.

From the valley floor the buildings of the city may be seen in many places at the top of the valley wall.

LANDMARKS

- Bloor Viaduct

- Leaside Bridge
- Don Valley Brickyard

INTERPRETIVE POTENTIAL:

There is potential for historic interpretation at Todmorden Mills and the Don Valley Brickyard, natural systems interpretation, and physiographic interpretation at the brick yard quarry.

ASSOCIATIONS AND MEANINGS:

- industrial heritage - brickmaking and transportation
- natural heritage - ravine walks and trails

IMPLICATIONS OF CHANGE:

Projects are under consideration for the redevelopment of the brickyard area and for wetland restoration near the river mouth. Current initiatives are toward environmental improvement and natural systems enhancement and restoration. Anticipated changes should result in improvement of the quality of this unit.



The Don Valley Brickworks, circa 1900

EASTERN BEACHES

UNIT NO: 20

LOCATION:

Between Ashbridge's Bay and the western end of the Scarborough Bluffs bounded by the lake, Coxwell Avenue, Kingston Road and Victoria Park Avenue. The unit is in east Toronto against the border with the City of Scarborough.

National Topographic System Map:
30 M/11

M.N.R. Sheet: 10 17 6350 48350

SIZE: 4.5 km²

DESCRIPTION:

This unit is comprised of residential areas, extensive parks and open space, commercial/retail areas and the recently closed Greenwood Race Track. There is a strong sense of a community identity in this unit and it is a popular place to live and visit.

The "Beaches" is an older Toronto neighbourhood with much of its current form well established before 1940. Houses are tightly spaced south of Queen Street near the beach and are commonly duplex or fourplex buildings. Residential renovation and reconstruction are occurring incrementally and keeping the housing current.

SHORE CHARACTER:

The entire shore line is sand beach except portions of Ashbridge's Bay and Ashbridge's Bay Park which are low and armoured. Woodbine Beach is a very wide crescent beach. Groins are constructed on the shore to protect the sand from loss by wave action.



The Beaches Neighbourhood is defined by Queen Street the former Greenwood Race Track, the shoreline and the R.C. Harris Filtration Plant

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

This unit slopes evenly and gently uphill from the shore to an elevation 50 m above lake level at Kingston Road. Slopes are more pronounced in the east near

EASTERN BEACHES

Victoria Park Avenue and in the north central area south of Kingston Road imparting the feeling that the Eastern Beaches unit is defined by a topographic bowl.

This unit lies in the Lake Iroquois sand plain and the slopes in the east are part of the old shore and beach formation.

Ashbridge's Bay Park is lake fill.

FOREST COVER

The streets in this unit are lined with mature trees (mostly maple) and the residential properties contain a diversity of deciduous and coniferous specimens of native and exotic origin.

Natural stands include cottonwoods and willows at Ashbridge's Bay and red and white oak forest in the Glen Stewart Ravine.

SIGNIFICANT NATURAL AREAS

- Ashbridge's Bay Park
- Glen Stewart Ravine
- Eastern Beaches
- Neville Park Ravine

CULTURAL HERITAGE:

LAND USE

- 60% residential and related commercial & institutional
- 40% park and open space

FEATURES

- Greenwood Race Track (closed)
- Beaches Boardwalk
- Balmy Beach
- Kew Beach
- Woodbine Beach
- Queen Street commercial area
- Kew Gardens



Ashbridge's Bay Park and Marina

EASTERN BEACHES

- Balmy Beach Canoe Club
- Balmy Beach Lawn Bowling Club
- Ashbridge's Bay Park and Yacht Club
- Kew Beach Tennis Club

SCENIC RESOURCES:

CHARACTER

The Eastern Beaches unit has a unique atmosphere particularly in the area from Queen Street to the shore where the commercial district is lively and of human scale and the residential area is relatively dense. Streets are lined with mature trees and those running to and along the shore impart strong links to the lake.

The waterfront is busy in all seasons with walkers and joggers on the boardwalk.

VIEWS

Scenic opportunities are numerous within the unit particularly in Kew Gardens Park. The shore offers unrestricted observation of the lake and passing boat traffic. Seen from the water this unit appears heavily treed, with the occasional high rise building breaking through the canopy beyond to the north.

LANDMARKS

- Greenwood Race Track
- Ashbridge's Bay Park Lighthouse

INTERPRETIVE POTENTIAL:

This unit was once the site of an amusement park near Balmy Beach in the 1920's. There are a few examples of heritage architecture on Queen Street.

ASSOCIATIONS AND MEANINGS:

- popular beach
- strong community identity

IMPLICATIONS OF CHANGE:

The desirability of living in this area places some pressure on the existing residential fabric south of Queen Street.

Greenwood Race Track is closed. Redevelopment presents significant opportunities to enhance both the waterfront and adjacent neighbourhoods.

SCARBOROUGH BLUFFS

UNIT NO: 21

LOCATION:

On the shore of Lake Ontario across the City of Scarborough from Victoria Park Ave. in the west to the East Point Park in the east. The unit extends inland to Kingston Road (Highway 2).

National Topographic System Maps:

30 M/11

30 M/14

M.N.R. Sheets: 10 17 6350 48350

10 17 6400 48350

10 17 6400 48400

10 17 6450 48400

10 17 6450 48450

10 17 6500 48450

10 17 6500 48500

SIZE: 22 km²

DESCRIPTION:

This unit is named for the shoreline feature which extends along its length. The inland areas are primarily residential with associated commercial and institutional land uses. Along the eastern 6 km is a mix of industrial, utility, and public open space.

SHORE CHARACTER:

Along most of its length the shore is characterized by a high (60 m) eroding bluff. The base of the bluff is lined by cobble beach for most of its length.

In addition groynes have been constructed and rubble has been placed at the water line in attempts to stem wave erosion. At the foot of Brimley Road is a major lake fill at the base of the bluffs - Bluffers Park.

Easy public access to the water's edge



Bluffers Park with the eroding slopes of the Bluffs in the centre of the photo



The western end of the Scarborough Bluffs with residential neighbourhoods scattered along the tableland

SCARBOROUGH BLUFFS

is limited both by the bluff and by private ownership of lands at the top of the bluff. Much of the bluff top and face are in public ownership however. Visual access of the lake from the top of the bluff parks is available along over 50% of the shore. Bluffers Park provides the most significant public access point.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The land rises sharply from the lake along the bluff line and then it slopes smoothly and gently upward to Kingston Road.

There are a number of deep ravines cut inland. The more dramatic of these includes those at Clifferest, Bellamy Ravine, Fishleigh Ravine and Cathedral Bluffs. At its highest point this unit is 110 m above lake level.

East of Bellamy Ravine the bluff divides with the upper half running diagonally inland defining a table area which is the site of Scarborough and Guildwood Villages and diminishing the height of the bluff at the shore.

Physiographically the bluff represents the line of the ancient Lake Iroquois shore. Inland from the bluff the unit is a till plain. The Lake Iroquois shore turns inland east of Bellamy Creek, and south east of this the unit is on the Lake Iroquois sand plain.

FOREST COVER

The built-up areas of the unit are not wooded except by a horticultural landscape of native and exotic coniferous and deciduous trees. Exceptions are at Fallingbrook and the Toronto Hunt Club, the Neville Park Ravine, Guildwood and in the ravines along the bluff face. In these areas natural forest pockets of balsam poplar, red oak, hemlock, ash, white pine, sugar maple, silver maple, and shagbark hickory are found. In addition significant numbers of poplar, cherry, birch, and willow are found.

There is a colony of Carolinian white sassafras in the Fallingbrook Woods.

SIGNIFICANT NATURAL AREAS

- Fallingbrook Woods
- Scarborough Bluffs
- Guild Woods

CULTURAL HERITAGE:

LAND USE

- 75% Residential, and Institutional
- 25% Public open space

FEATURES

- R.C. Harris Filtration Plant
- Guild Inn and Park
- Bluffers Park and Marina
- St. Augustine's Seminary
- Rosetta McClain Gardens
- Cathedral Bluffs Park
- Cudia Park
- Sylvan Park
- South Marine Drive Park
- Colonel Danforth Park (Highland Creek Valley)

SCENIC RESOURCES:

CHARACTER

Inland from the bluff edge the residential areas are typical of those found along the lake in the Metropolitan Toronto Region - primarily single family housing reflecting the diversity of financial means of their owners. All housing stock is in good condition.

There are pockets of medium and high density housing both in low rise and high rise form. Streets are tree lined in some cases smaller and younger trees. There is little visual connection with the lake except from the bluff edge however one can sense the presence of the lake in the quality of the air as one travels southward down the gently sloping streets from Kingston Road.

VIEWS

Views over the lake are available along the bluff top. The R.C. Harris Filtration Plant and St. Augustine's Seminary are striking visual features in the unit. There is an opportunity for views down the length of the bluff to the east and westward toward the city centre from the shore line at the R.C. Harris Filtration Plant. There are also several interesting views along streets running perpendicular to the shoreline from Kingston Road such as along the Guildwood Parkway. From the lake and from Bluffer's Park views of the bluffs are dramatic. Seen from the lake the bluffs appear as if topped by woodland pierced by the occasional high rise apartment building.

LANDMARKS

- R. C. Harris Filtration Plant
- Guildwood Village Apartment Buildings
- St. Augustine's Seminary Cupola

INTERPRETIVE POTENTIAL:

The unit has many elements worthy of interpretation. These include the bluff formation and associated plant communities. Built elements of interest are the R.C. Harris Filtration Plant, the Guild Inn's history as an artistic community and its current

SCARBOROUGH BLUFFS

collection of architectural artifacts, and St. Augustine's Seminary.

ASSOCIATIONS AND MEANINGS:

- Scarborough arts community and architectural heritage at Guild Inn.
- power of nature as represented by the bluffs and threat of erosion.

IMPLICATIONS OF CHANGE:

The future of the bluffs themselves holds the greatest implication for change. Erosive forces modified by public management of the bluffs and shore development will determine the future character of this unit. Lakefill and other measures to prevent bluff erosion if successful in stabilizing the bluff may lead to increased vegetation growth and thus alter the visual dramatic character of this feature.

The possibility of high rise development visible from the lake could alter the apparent scale and majesty of the bluffs.

PORT UNION

UNIT NO: 22

LOCATION:

On the shore of Lake Ontario at the east of the Scarborough waterfront from the end of the high bluffs at East Point Park to the Rouge River Valley.

National Topographic System: Map:
30 M/14

M.N.R. Sheets: 10 17 6450 4850
10 17 6500 4850

SIZE: 5 km²

DESCRIPTION:

The Port Union Unit is primarily an industrial area that includes some large public utility facilities and a minor residential component.

It is a narrow (1 km) unit extending approximately 6 km along the lake shore. It is bounded on its north side by residential communities and has a very open and almost park like character. There is a high level of public land ownership in the Port Union unit.

SHORE CHARACTER:

The Scarborough Bluff formation continues in the west of this unit to East Point Park where it rapidly diminishes toward the mouth of Highland Creek. East of Highland Creek the shore line is traced by the CNR embankment with rip-rap erosion protection, giving way to pebble and then sand beach near the mouth of the Rouge River.

Along much of its length the railway embankment is higher than more inland areas, and thus it forms a berm or embankment along the shore.



Recreation and industrial areas integrated into the East Point area



The F.J. Hogan Filtration Plant

PORT UNION

Public access is restricted to the East Point Park area, and to the beach which is accessible by passing under the railroad bridge at the Rouge River mouth.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Port Union unit is essentially flat with elevations generally no higher than 25 m above lake level.

Highland Creek carves a significant valley across this unit at a depth of 20 m, and a width of 400 m. The outlet of the creek into the lake is restricted in width by the railway embankment and bridge structure.

The Port Union unit is situated on the most westerly tip of the lake Iroquois clay plain.

FOREST COVER

Most of the land in this unit has been cleared of tree cover. Woodland stands remain associated with Highland Creek and woodlots at East Point and the Greyabbey Ravine. Much of the forest cover is old field and balsam poplar at East Point. The valley slopes at Highland Creek have specimens of white pine, hemlock, sugar maple and red oak, while the bottomlands contain crack willow. There are horticultural landscape plantings of native and exotic coniferous and deciduous species.

SIGNIFICANT NATURAL AREAS

- Highland Creek Mouth and Stephenson's Swamp
- East Point

CULTURAL HERITAGE:

LAND USE

- 70% industrial/public utility/railway
- 30% parkland and public open space

FEATURES

- F. J. Hogan Filtration Plant
- Highland Creek Treatment Plant
- Coronation Industrial Area
- Centennial Industrial Area
- Rouge Hill GO Station
- East Point Park and waterfront

SCENIC RESOURCES:

CHARACTER

The Port Union unit has an open character with large industrial and public utility installations in extensive open space. The heavily used rail line influences this area with the frequent passing of trains, particularly commuter

trains at the beginning and the end of the day. Distances between interesting elements are long and a visitor feels as if this is an area to pass through between higher quality experiences to the east and west. The smell of the Highland Creek Sewage Treatment Plant is often pervasive in much of this unit.

The development of East Point park promises to enhance the experiential qualities of this unit, particularly at the shore line.

VIEWS

The topography of this unit offers no opportunities for long or panoramic views, save those from East Point Park over the lake and along the shore. Seen from the lake the Port Union unit appears low lying and treed behind the bluff and railway embankment which mark the shore. The skyline is punctuated by industrial chimneys and apartment buildings rising above the trees to the north.

LANDMARKS

- Water filtration plant and chimneys

INTERPRETIVE POTENTIAL:

The Highland Creek Sewage Treatment Plan offers potential for the interpretation of water quality protection measures. The Highland Creek Mouth and Stephenson's Swamp are important for migratory birds, and the Highland Creek 2000 Project is an example of watershed remediation activity. East Point has unusual geomorphological features and plant communities (remnant prairie on railway embankment).

ASSOCIATIONS AND MEANINGS:

- former farmland in transition.

IMPLICATIONS OF CHANGE:

Redevelopment in the Port Union unit could, if carefully done, bring major improvements in built form and to the experiential qualities of the area.

East Point Park development could result in significant alteration of the original landscape, shoreline configuration and associated habitats. The consequent increased levels of human use in this area will expose more individuals to its experiential qualities and contribute to the alteration of those qualities at the same time.

ROUGE RIVER VALLEY

UNIT NO: 23

LOCATION:

At the eastern limit of Metropolitan Toronto extending inland from the lake to and including the Metro Toronto Zoo.

National Topographic System: Map:
30 M/14

M.N.R. Sheets: 10 17 6500 48500
10 17 6450 48500

SIZE: 8 km²

DESCRIPTION:

This unit is comprised of a broad deep wooded valley carved by the two branches of the Rouge River which join near the shore under the Kingston Road bridge and then flow through an extensive estuarine wetland to the lake. This unit is largest and one of the most diverse natural areas on the Waterfront. Lands in this unit are under the jurisdiction of the Metropolitan Toronto Region Conservation Authority, Metropolitan Toronto, and the Ontario Ministry of Government Services.

SHORE CHARACTER:

The mouth of the river is at a sand beach on the shore of Lake Ontario. The beach is separated from the upstream wetland area by the CNR mainline embankment and trestle which parallels the shore line very closely in this area.

NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

The Rouge Valley is a deep (35 m) and wide (1 km) feature. The two

branches of the river have left a height of land between them which divides the valley in places into east and west sections.

The river itself meanders through the bottom of the valley at a relatively gentle slope to the lake.

The southernmost 2 km of the valley forms the largest and most pristine marsh in Metropolitan Toronto. There is significant open water in the marsh.

The unit is situated in the Lake Iroquois sand plain and crosses an area of clay plain for the first kilometre inland from the shore.

FOREST COVER

This unit is heavily wooded except in some areas of the Metro Toronto Zoo where the higher lands are open. The lower valley features bottomland deciduous forest and oak-hemlock valley slope woods. Farther north the bottomlands are wooded with willow, Manitoba maple and white cedar while the valley slopes and uplands are wooded with hemlock, oak, sugar maple, beech, white pine, black cherry, and white ash.

SIGNIFICANT NATURAL AREAS

- Lower Rouge River and Lakeshore
- Rouge River Valley Midsection
- Rouge River Valley Upper Section

CULTURAL HERITAGE:

LAND USE

- public open space

FEATURES

- Metro Toronto Zoo
- Glen Rouge Park
- Rouge Beach Park
- Kingston Road (Highway 2) bridge
- Highway 401 bridge
- Twyn Rivers Drive
- CNR Trestle
- West Rouge Canoe Club
- Waterfront footbridge
- various mill and farmstead sites
- native archaeological sites

SCENIC RESOURCES:

CHARACTER

The predominant character in this unit is of natural forest. A woodland of this extent in a highly urbanized area is an awe inspiring feature. The numerous trails and other contemporary features remind the visitor of the urban location and the popular use of the unit. At the south of the unit the character shifts from wooded and river valley to the broad openness of the marsh and pond area. The parking area, hydro corridor, road crossings, railway trestle, and footbridge are all features which remind one that this unit is not wilderness. In the north of the unit

ROUGE RIVER VALLEY

the woodland character gives way to the open landscape and facilities of the Metro Toronto Zoo.

VIEWS

Natural scenery of river and forest are plentiful. There are opportunities to enjoy views into the unit from the valley top at the intersection of Sheppard Avenue and Twyn Rivers Drive, from Meadowvale Road, and from the end of Dyson Avenue in Pickering on the east side at the lakeshore. Much of the valley rim is inaccessible in the rear yards of private residences. There are excellent views across the wetland from the parking area just north of the CNR at the end of Lawrence Avenue East.

South of the CNR embankment and trestle there are views out over the lake.

LANDMARKS

- CNR trestle
- Highways 2 and 401 bridges
- hydro tower line

INTERPRETIVE POTENTIAL:

This unit is a significant resource for interpretation as a wildlife habitat and corridor inland from the shore. Native use of the land and subsequent European lumbering and farmsteading are themes which can be interpreted in a unique "rural" environment close to the city.

ASSOCIATIONS AND MEANINGS:

- urban wilderness

IMPLICATIONS OF CHANGE:

Pressure from popular use and adjacent urban development could have an impact on natural systems and scenic quality.



Sand beach bar and railway embankment with extensive marsh area behind, at river mouth

ALTONA

UNIT NO: 24

LOCATION:

Extending from the north west border of the City of Oshawa in an arc to the Rouge River Valley north of Pickering, Ajax, and Whitby. The northern edge of this unit reaches Highway 7 in places 13 km inland from the shore.

National Topographic System Map:

30 M/14

30 M/15

M.N.R. Sheets: 10 17 6450 48500

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SIZE: 90 km²

DESCRIPTION:

The Altona unit is a rural area which is essentially a band of woodland, old field, pastureland and marginal cropland. The low agricultural capability of this unit in contrast to better lands north and south gives this unit its character which is distinct from adjacent areas. The unit is crossed by numerous hydro lines, the CPR main line, and an oil pipe line. The Brock Road landfill site is in this unit, and as well there are numerous scattered gravel pits. Farming is mixed and somewhat marginal with a predominance of pasture areas and old fields. There are some small orchards in the area.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The elevations of this unit are between 35 m and 85 m above lake level. Numerous small stream and creek valleys incise the unit as they flow to the lake giving the landscape a noticeable grain of parallel north/south oriented valleys. Physiographically this unit is coincidental with the Lake Iroquois sand plain and associated abandoned beaches.

FOREST COVER

As part of the Rouge-Altona Forest Unit, this area is more heavily wooded than adjacent lands. Much of the woodland is old field regeneration and second growth forest on abandoned farm land. Dominant tree species are willow, poplar, maple, hawthorn and white cedar. Mature forest and woodlot areas contain sugar maple, beech, hemlock and white pine. There are remnant roadside plantings of sugar maple, a minor apple orchard component and horticultural plantings associated with residences.

SIGNIFICANT NATURAL AREAS

- Duffins Creek

CULTURAL HERITAGE:

LAND USE

- 10% utilities, landfill, gravel extraction
- 90% farmland, open space and rural residential

FEATURES

villages and hamlets including;

- Clarke's Hollow
- Dixie
- Brock Road
- Decker's Hill
- Riverside
- Greenwood Conservation Area
- Heber Down Conservation Area
- Ady Park
- Cherrywood Transformer Station
- heritage farm houses and barns

SCENIC RESOURCES:

CHARACTER

The visual character of this unit is complex due to the numerous small stream valleys, small fields, emerging and established woodlands and hedgerows. Although the unit is rural and picturesque, it could not be described as a thriving farm area.

VIEWS

The Altona unit offers a number of opportunities to view the lake and the shore units to the south from the hilltops along the east/west running roads. From Taunton Road west of Brock Road one can see the lake easily over the urban area

ALTONA

of Pickering with the nuclear generating station on the shore. There is a lookout in the Greenwood Conservation Area.

severances are also changing the character of the landscape.

INTERPRETIVE POTENTIAL:

There is an opportunity to interpret the effects of the Lake Iroquois Beach on land use and the implications of soil for agriculture. Duffins Creek has natural area interpretive interest.

ASSOCIATIONS AND MEANINGS:

- agricultural area in decline
- Ontario Hydro power grid

IMPLICATIONS OF CHANGE:

This unit is in transition from an area of mixed farming back to woodland. At the same time public utilities infrastructure, sanitary landfilling, gravel extraction, and residential



Metro Toronto and Region Conservation Authority

View showing advancing urban development and impact of power transmission corridor on the landscape

PICKERING / AJAX

UNIT NO: 25

LOCATION:

East of Toronto from the Rouge River Valley in the west to the Lynde Unit in the east defining the northern extent of the Duffins Creek unit, and extending north to Rossland Road.

National Topographic System Maps:

30 M/14

30 M/15

M.N.R. Sheet: 10 17 6500 48500

10 17 6500 48550

10 17 6550 48500

10 17 6550 48550

10 17 6600 48500

10 17 6600 48550

SIZE: 40.5 km²

DESCRIPTION:

This unit consists of the urbanized areas of Ajax and Pickering less their industrial zones which are in the Duffins Creek unit.

The original settlement of Pickering, then known as Duffins Creek, was established in the early 19th century. Pickering was an area of Quaker settlement centered on the intersection of Mill Street and Kingston Road (Highway 2) in what is now a part of Ajax known as Pickering Village. Here a mill on Duffins Creek and a Quaker meeting house were constructed. It was not until World War II that Ajax was incorporated as a municipality. Frenchman's Bay at Pickering, used as a commercial port in the 19th century, is now a recreational yacht club and marina basin.

Today both Pickering and Ajax are prosperous and rapidly growing



A dramatic edge to the eastern edge of Ajax with agricultural fields bordering newer residential areas



The waterfront of Ajax is protected by an edge of public open space paralleling the shoreline

PICKERING / AJAX

communities. Although each has an industrial economic base, they also serve as home for many who work in adjacent centres such as Toronto and Oshawa. The present population of Pickering is 67,000 and of Ajax is 52,000.

SHORE CHARACTER:

The shore in Pickering is a low bluff with pebble beach and some rip-rap protection. Frenchman's Bay is separated from Lake Ontario by a low sand and pebble barrier beach. Approximately one third of the shore is occupied by private residences and the remainder is publicly accessible open space.

In Ajax the shore is low bluff with pebble beach except at Pickering Beach where there is no bluff. The shoreline is publicly accessible except a small area in the extreme east near Pickering Beach which is private residential.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Pickering/Ajax unit is gently rolling with higher points of elevation reaching 25 m above lake level. There are small drumlin formations in Ajax, at and north of Highway 2. The landscape is moderately incised by small creek valleys and tributary streams flowing into Lake Ontario. The more notable of the creeks crossing the unit are Petticoat Creek, Duffins Creek and Carruthers Creek.

The physiography of the Pickering/Ajax unit includes areas of drumlinized till plain, drumlinized sand plain, and drumlinized clay plain.

FOREST COVER

As the landscape of this unit is heavily modified the majority of the forest cover is horticultural. It is primarily ornamental landscape and street tree plantings with deciduous and coniferous species of both native and exotic origin.

There are, however, areas of woodland at Frenchman's Bay and in the Petticoat Creek Valley Manitoba maple and willow stands are at Frenchman's Bay. Petticoat Creek has woods of hemlock, white pine, white cedar, sugar maple, and black cherry.

SIGNIFICANT NATURAL AREAS

- Petticoat Creek
- Frenchman's Bay/Hydro Marsh

CULTURAL HERITAGE:

LAND USE

- 75% residential/commercial/institutional
- 5% industrial
- 20% open space

FEATURES

- various heritage residences and other structures
- Pickering Town Centre
- Petticoat Creek Conservation Area
- Frenchman's Bay Beachpoint Promenade
- Rotary Waterfront Park
- Ajax Waterfront Park
- Pickering Beach
- other municipal parks, buildings, and cemeteries

SCENIC RESOURCES:

CHARACTER

The Pickering/Ajax unit has the character typical of newer urbanized areas in southern Ontario. There is a mix of housing types of relatively recent vintage predominating and a diversity of scenic parks and streetscapes. Older settlement areas and land use patterns have largely been obscured by more recent development.

VIEWS

There are few opportunities for long and panoramic views. Baly Street and some of the neighbourhood streets near Frenchman's Bay provide viewing opportunities over the bay and wetland area.

There are numerous viewing opportunities at the shore. From the barrier beach at Frenchman's Bay and from the Ajax waterfront parks one can look over Lake Ontario and east and west along the shore.

From the lake Pickering's shore is treed with houses visible. At Frenchman's Bay this unit appears as a flat landscape with tall apartment buildings standing over the tree tops in the background.

The Ajax shore is open to view with little tree cover. Houses are visible in a line beyond the shore open space.

INTERPRETIVE POTENTIAL:

The Pickering/Ajax unit offers the opportunity for the interpretation of settlement history particularly by the Quaker community. Frenchman's Bay history as a commercial port could be interpreted as well.

The natural areas in this unit offer opportunities for

PICKERING / AJAX

interpretation particularly of bird populations at Frenchman's Bay.

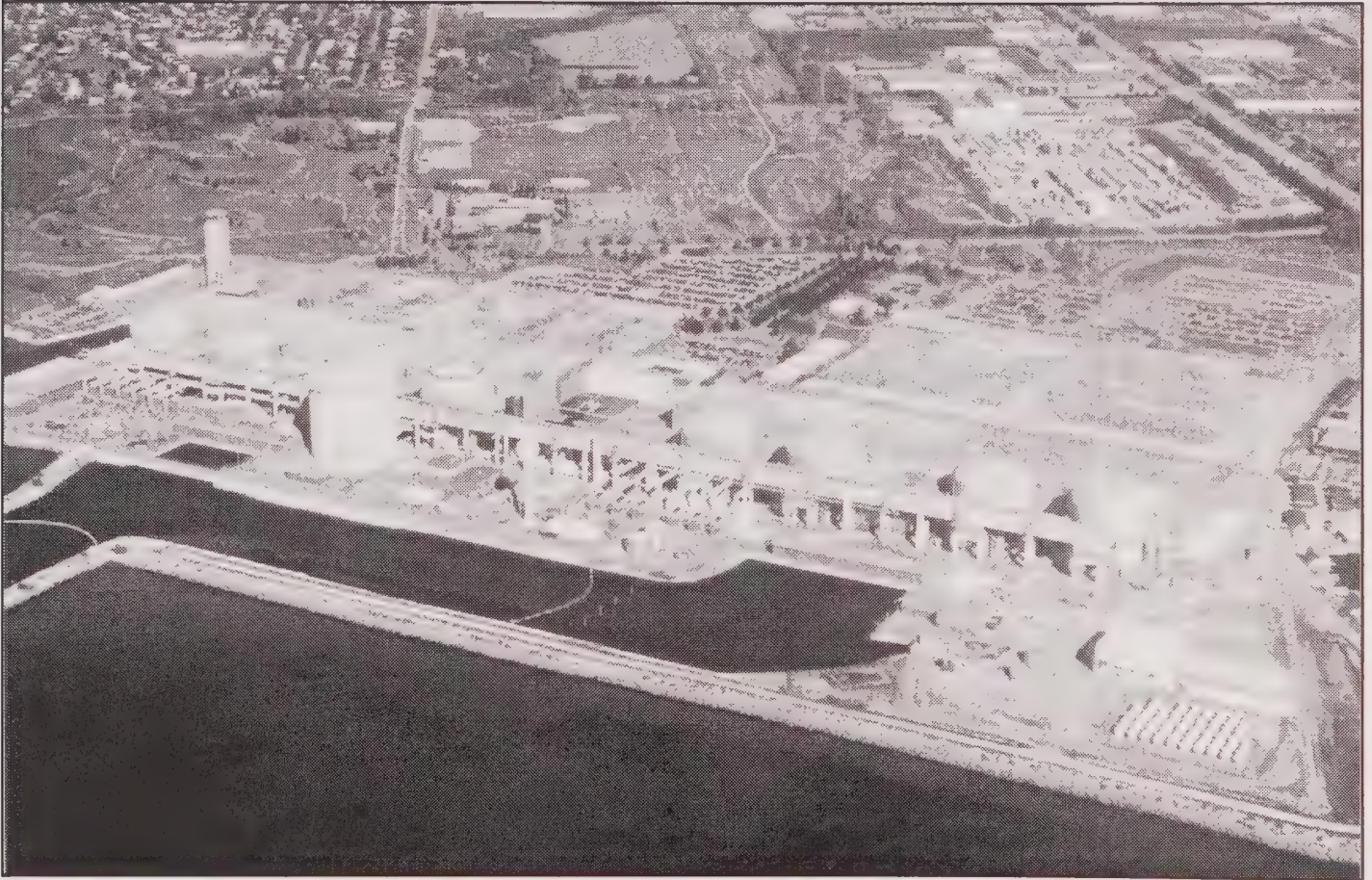
ASSOCIATIONS AND MEANINGS:

- Quaker settlement
- greater Toronto suburban area

IMPLICATIONS OF CHANGE:

The boundaries of this unit are currently drawn to reflect the extent of urban land use. Within its current geographical limits the unit is an established and stable urban area in which significant large scale change is not anticipated.

However, continued development pressure will result in expansion north and east into the adjacent Altona and Lynch units resulting in the redefinition of those boundaries.



The massive site of the Pickering Nuclear Generating Station

DUFFINS CREEK

UNIT NO: 26

LOCATION:

On the lake shore between the municipalities of Pickering and Ajax east of Toronto and extending 4 km inland.

National Topographic System: Map
30 M/16

M.N.R. Sheets: 10 17 6550 48500
10 17 6550 48550

SIZE: 17 km²

DESCRIPTION:

The Duffins Creek unit is comprised of the main industrial areas of Pickering and Ajax as well as a large open space component adjacent Duffins Creek for which the unit is named. In addition to industry and open space a large portion of the land at the lake front is occupied by the Pickering Nuclear Power Station and the York-Durham Water Pollution Control Plant. Some of the undeveloped lands near the creek are used as crop lands, and the Annadale Golf course occupies lands in the creek valley at the north of the unit. There is a small residential area - Squire's Beach - on the shore west of the creek mouth. A significant number of the houses at Squire's Beach have been acquired and demolished by the M.T.R.C.A.

SHORE CHARACTER:

The shore in the Duffins Creek unit is pebble beach. In the vicinity of the nuclear power plant the shore is protected by rip-rap. There is a low eroding bluff in some locations. There are few trees at the shore.



Shore birds flying over the mouth of Duffins Creek



The barrier beach along the eastern edge of the mouth of Duffins Creek

DUFFINS CREEK

Easiest public access is at Squire's Beach.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Duffins Creek unit is low lying with its highest natural elevation reaching 25 m above lake level at the top of a small drumlin. The landscape is essentially flat with significant wetlands.

Duffins Creek has carved a shallow meandering course in the landscape. The Duffins Creek unit is in the Lake Iroquois clay plain.

FOREST COVER

There is little significant woody vegetation in this unit. Some treed areas are associated with the marsh areas at the mouth of Duffins Creek, and the creek valley. These areas contain specimens of ash, willow, hemlock and sugar maple. Other trees in the unit are for the most part landscape plantings of a mixture of native and exotic coniferous and deciduous species.

SIGNIFICANT NATURAL AREAS

- Duffins Creek Marsh

CULTURAL HERITAGE:

LAND USE

- 65% industrial and public utilities
- 35% open space

FEATURES

- Pickering Nuclear Power Station
- York Durham Water Pollution Control Plant
- Annadale Golf and Country Club
- Ontario Hydro Park
- Bay Ridges Kinsmen Park
- Squire's Beach

SCENIC RESOURCES:

CHARACTER

The Duffins Creek unit is an open landscape with dominant industrial influences on both the east and west sides. The lands near the creek seem as a natural landscape in the extensively modified surrounding context. The nuclear power station and the numerous high tension power lines emanating from it strongly influence the unit's character.

VIEWS

There are no opportunities for dramatic long or panoramic views in this unit. Squire's Beach does

provide a pleasant prospect for looking over the lake and along the shore. From the lake the Duffins Creek unit is an open landscape providing a foreground for scenes of the lands to the north. The Pickering Nuclear Power Station is visually dominant on the shore.

LANDMARKS

- Pickering Nuclear Power Station

INTERPRETIVE POTENTIAL:

Duffins Creek Marsh offers opportunities for wetland interpretation. The nuclear power station offers opportunities for interpretation.

ASSOCIATIONS AND MEANINGS:

- Nuclear power generation juxtaposed with older community at Squire's Beach.

IMPLICATIONS OF CHANGE:

There are areas of open land offering potential for further industrial development. The residential component at Squire's Beach is being converted to open space offering increased opportunities for public access to the shore.

LYNDE

UNIT NO: 27

LOCATION:

Between the built-up areas of Ajax and Whitby, east of Toronto extending from the lake shore inland for 10 km.

National Topographic System Maps:
30 M/14
30 M/15

M.N.R. Sheets: 10 17 6600 48500
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SIZE: 47 km²

DESCRIPTION:

The Lynde unit is a rural landscape on an otherwise urbanized stretch of shore. There is significant farming activity in the unit interspersed with urban fringe land uses such as residential severances, junk yards, garden centres, hospitals, communication towers, transportation corridors, and power transmission lines. There are two areas of residential subdivision at Highway 2 and Lakeridge Road and on the shore between Cranberry Marsh and the mouth of Lynde Creek.

The south portion of the unit (below Highway 401) has a high proportion of wetland.

SHORE CHARACTER:

The shore is low lying characterized by extensive marsh areas behind a pebble and cobble barrier beach. There are moderate bluffs (5m) at the east end of the unit in the area of the



An orchard landscape between Ajax and Whitby

Whitby Psychiatric Hospital.

NATURAL HERITAGE:

The Lynde unit is flat in the south to gently rolling toward the north. The landscape is incised by creek and tributary streams flowing almost directly south in shallow

LYNDE

valleys between small drumlins lending a distinct ribbed grain to the landscape. The land slopes very gently up from the shore with points 10 km inland having elevations only 40 m above lake level.

The Lynde unit is in the drumlinized Lake Iroquois clay plain and is bounded on the north by a remnant beach.

FOREST COVER

The Lynde unit has little significant forest cover except as associated with the creek valleys and the wetlands south of Highway 401. In the farmed areas woodland is limited to roadside trees and field hedgerows. Represented tree species are, ash, cottonwood, silver maple, sugar maple, crack willow, birch, red oak, beech and white cedar. There are some apple orchards in this unit.

SIGNIFICANT NATURAL AREAS

- Carruther's Creek Forest
- Ajax Warbler Swamp
- Shoal Point Marsh/Richardson Point
- Ajax Screech Owl Woods
- Cranberry Marsh
- Lynde Shores/Lynde Creek

CULTURAL HERITAGE:

LAND USE

- 95% agricultural and open space
- 5% transportation, institutional and residential

FEATURES

- Whitby Psychiatric Hospital
- Dr. J. O. Ruddy General Hospital
- Cullen Gardens
- Audley Village
- Lynde Shores Conservation Area
- Yonge Street Society of Friends Cemetery
- Picov Farms

SCENIC RESOURCES:

CHARACTER

The character is of a rural area in transition with influences of adjacent urban areas apparent. Toward the north of the unit the character is more rural as roads are narrower, and less travelled. Highway 401 and the heavily used CNR and GO rail lines create a noise and activity level which strongly influence the character of this unit. South of Highway 401 agricultural activity is limited and the landscape character is predominated by wetlands and open marshes particularly as seen from Bayly/Victoria Street.

VIEWS

There is varied scenery in the Lynde unit, agricultural in the north, and shore wetland in the south. Because of the grain of the topography views tend to be long looking north/south and short looking east/west. There are long views looking south on Audley Road toward the lake. The most significant views over the Lynde unit are from the Lakeridge Road bridge over Highway 401 and the CNR. There are opportunities to look out over the lake from Iroquois Beach Park, Whitby Psychiatric Hospital grounds, Eastbourne Park, Lynde Shores Conservation Area, and the ends of Shoal Point, Lakeridge, and Hall's Roads.

From the lake this unit is seen as a low landscape alternately wooded and open.

LANDMARKS

- Dr. J. O. Ruddy General Hospital

INTERPRETIVE POTENTIAL:

This unit's most significant interpretive potential is in its wetlands and associated avian populations.

ASSOCIATIONS AND MEANINGS:

- agricultural heritage

IMPLICATIONS OF CHANGE:

Pressure of urbanization and residential development will change the character of this unit particularly north of Highway 401. The immediate shore area is relatively free from development pressures due to extensive wetlands.

Lands adjacent to the two hospitals could be vulnerable to change.

OSHAWA / WHITBY

UNIT NO: 28

LOCATION:

Approximately 4 km inland from the shore and 45 km east of Toronto, extending north to a line 11 km from the shore.

National Topographic System Map:
30 M/15

M.N.R. Sheets: 10 17 6600 48550
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10 17 6650 48650
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10 17 6700 48650
10 17 6750 48600

SIZE: 82 km²

DESCRIPTION:

The Oshawa/Whitby unit is comprised of the mixed urban area inland of the shore units. As the adjacent cities of Oshawa and Whitby have grown together, they are experienced as a single urban unit. Oshawa/Whitby is a thriving area with a significant industrial base (much located in the Thickson unit) of its own, and to a large degree reliant on the economy of nearby Toronto to which many residents commute. Highway 2 is continuous through the unit in a straight line east/west. Both Oshawa and Whitby developed as towns centred on Highway 2 which remains as the main street through the retail/commercial centre of the communities. Oshawa is the larger of the two cities with a population of 130,000 compared with Whitby's 60,000.

The McLaughlin industrial interests which evolved into General Motors in Oshawa are responsible for much of the city's earlier and current prosperity. Whitby was the county seat and in its early days the preferred home of "professional" people in the area. Both cities initially began at the shore near their respective harbour areas but as the Danforth Road (Highway 2) opened development focused on the land transport route.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

In general the topography is flat to gently rolling with no pronounced features. Numerous creeks and tributary streams are shallowly incised into the landscape, Lynde Creek, Pringle Creek, Corbett Creek, harmony Creek, and Farewell Creek are the main watercourses. Physiographically the Oshawa/Whitby unit is on the Lake Iroquois clay plain. A large lobe of till plain occupies the central part of the unit, and the north east portion of the unit are on the Lake Iroquois sand plain.

FOREST COVER

In a manner typical of urban areas there is little natural woodland except as remnant areas associated with creek valleys. Species include sugar maple, white pine, white cedar and red oak. There is a significant component of native and exotic coniferous and deciduous landscape plantings.

SIGNIFICANT NATURAL AREAS

- Cedar Valley Conservation Area

CULTURAL HERITAGE:

LAND USE

- 80% residential and related commercial/institutional
- 15% open space
- 5% industrial

FEATURES

- various parks and cemeteries
- McLaughlin Estate
- Robert McLaughlin Gallery
- Automotive Museum
- Durham College
- numerous heritage buildings

SCENIC RESOURCES:

CHARACTER

The Oshawa/Whitby unit is typical of highly urbanized areas in southern Ontario offering a diversity of scenic parks and streetscapes. Streets in older areas are often tree lined.

VIEWS

Because of its relatively flat topographic character there are few opportunities for long and panoramic views. In the north of the unit the lake can be seen beyond from locations on Taunton Road. From the lake this unit appears as a treed undulating landscape punctuated by high rise buildings which break above the tree

OSHAWA / WHITBY

canopy.

INTERPRETIVE POTENTIAL:

This unit's highest interpretive potential lies in its industrial history associated with General Motors and its very significant role in the province's industrial heritage.

ASSOCIATIONS AND MEANINGS:

- automotive industry

IMPLICATIONS OF CHANGE:

The boundaries of this unit area currently drawn to reflect the extent of urban level use. Within its current geographical limits the unit is an established and stable urban area in which significant large scale change is not anticipated.

However, continued development pressure will result in expansion to the northwest, north and northeast into adjacent units resulting in a redefinition of that boundary.



The urbanized areas of Oshawa and Whitby extending inland behind the shore units

THICKSON

UNIT NO: 29

LOCATION:

On the shore between Oshawa and Whitby extending 4 km inland to the CPR mainline.

National Topographic System Map:
30 M/15

M.N.R. Sheets: 10 17 6700 48550
10 17 6700 48600
10 17 6650 48550
10 17 6650 48600

SIZE: 20 km²

DESCRIPTION:

The Thickson unit is named for Thickson's Point on the lake shore and Thickson Road, the main north/south arterial street through the unit. The unit is almost entirely zoned industrial but there are substantial areas which are not yet developed, and remain in agricultural use. There are two small pockets of residential development - one near Whitby Harbour and the other slightly east of Thickson's Point on the shore.

This unit is crossed by Highway 401 and the CNR. As well there are numerous industrial rail sidings, and arterial roads which extend south to the shore. The Thickson unit has extensive dedicated parkland and other open space at the shore.

This unit includes Whitby Harbour, port facilities, and marina.

SHORE CHARACTER:

The majority of the shoreline in the Thickson unit is low lying with pebble beach. In places there are low bluffs. There is no significant armouring,



Cars being prepared for transport from the General Motors Plant in Oshawa

except at the harbour and only moderate amounts of woody vegetation. There is relatively easy shore access from waterfront parks at the east and west ends of this unit.

There is a small shore wetland area at the mouth of Corbett Creek, behind a barrier beach.

THICKSON

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Thickson unit is flat to very gently rolling. It is very shallowly incised by Corbett Creek and other minor streams. This unit is situated on the Lake Iroquois clay plain.

FOREST COVER

As the majority of the land is cleared for agriculture or industry, woody vegetation is limited to roadsides and fence bottoms, with the exception of a significant small woodland at the mouth of Corbett Creek. Horticultural plantings are in the two small residential areas.

Native trees found in this unit are white pine, white cedar, sugar maple, basswood, red oak, balsam poplar, and crack willow.

SIGNIFICANT NATURAL AREAS

- Corbett Creek and Marsh/Intrepid Park/Thickson's Woods

CULTURAL HERITAGE:

LAND USE

- 95% industrial/agricultural/public utility
- 5% parks and residential

FEATURES

- Whitby Harbour/marina
- Lake Park (Whitby)
- Heydenshore Park (Whitby)
- Intrepid Park (Whitby)
- Lakefront West Park (Oshawa)
- County Jail (Whitby)
- Co-Steel Lasco
- General Motors Automotive Plant

SCENIC RESOURCES:

CHARACTER

The landscape of the Thickson unit is very open and dominated by its dispersed industrial facilities, 401 Highway, and rail lines.

VIEWS

There are numerous opportunities for views, over the lake and along the shore, from the waterfront parks in this unit. From the lake the degree of visual access into the Thickson unit is high. The various industrial facilities are visible and the unit (Oshawa/Whitby) to the north is clearly visible and identifiable by high rise apartment buildings.

High rise residential development at Whitby Harbour can be seen from the lake as can the houses on the shore at the bottom of Thickson Road.

LANDMARKS

- condominium at Whitby Harbour
- General Motors and Co-Steel Lasco

INTERPRETIVE POTENTIAL:

There is opportunity for the interpretation of Ontario's contemporary manufacturing economy. Thickson's Woods at the mouth of Corbett Creek is an uncommon example of a forested barrier beach.

A facility for the training of espionage agents during World War II was operated at the DND facility in this unit.



Remnant agricultural areas between Oshawa and Whitby

THICKSON

ASSOCIATIONS AND MEANINGS:

- industrial economy
- espionage - Intrepid Park

IMPLICATIONS OF CHANGE:

As density of industrial development increases the openness of the landscape and remnant agriculture will disappear.

OSHAWA LAKEVIEW

UNIT NO: 30

LOCATION:

On the shore at Oshawa west of the harbour and extending inland 2.5 km.

National Topographic System Map:
30 M/15

M.N.R. Sheet: 10 17 6700 48550

SIZE: 5 km²

DESCRIPTION:

Oshawa Lakeview is an urban unit comprised primarily of residential and parks and open space lands. It is bordered on the east and west by industrial lands.

Although Oshawa was established to the north on what is now Highway 2, prior to 1850 some individuals and families had settled in the Port of Oshawa area, at the site of the present Lakeview Park. Lacking a good natural harbour Oshawa struggled to establish in competition with other towns along the shore. Lakeview Park retains some of the early houses converted to a museum and similar functions. Henry House (now the museum) originally served as a residence, and tavern and meeting place for sailors from the harbour.

SHORE CHARACTER:

The shore is generally low lying with a mix of low bluff, pebble beach, and sand beach at Lakeview Park. Significant portions of the shore frontage are publicly accessible.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The topography of the Oshawa Lakeview unit is extensively modified due to its developed urban nature. Generally it is a gently rolling unit with elevations to 30 m above lake level.

Oshawa Creek cuts a moderately deep channel through the unit.

FOREST COVER

As an urban area the majority of woody vegetation is of horticultural and ornamental origin with a mix of native and exotic deciduous and coniferous species.

Oshawa Creek has significant wooded area. Naturally occurring shoreline species include black ash, willow, balsam poplar and Manitoba maples.

SIGNIFICANT NATURAL AREAS

- Pumphouse Marsh (Oshawa Filtration Plant Wetland)
- Oshawa Creek

CULTURAL HERITAGE:

LAND USE

- 70% residential/institutional/commercial
- 25% parks and open space
- 5% industrial and utility

FEATURES

- Lakeview Park
- Southmead Park
- Cordova Park
- Stone Street Park
- Water Purification Plant
- heritage buildings including Henry House Museum

SCENIC RESOURCES:

CHARACTER

Much of the Oshawa Lakeview unit has the character typical of contemporary residential districts with landscaped lots and tree lined streets. Lakeview Park and the open space associated with the Oshawa Creek valley reaching north through the unit, are what make the area unique by providing a strong sense of connection to the lake. Sandwiched between industrial zones and separated from the rest of the city by Highway 401 and the railways, the Oshawa Lakeview unit is a distinct area.

VIEWS

The significant amount of public shore offers numerous viewing opportunities over the lake. The shore path in Lakeview Park is ideal for observing waterfront activity. As one travels south to the shore on Simcoe St. there are views through the industrial area to the harbour and out over the lake.

OSHAWA LAKEVIEW

From the lake the water purification plant, beach and harbour areas are clearly visible. The remainder of the unit appears treed with houses visible at the shore.

INTERPRETIVE POTENTIAL:

There are opportunities for the interpretation of early settlement and port activities. Oshawa Creek and Filtration Plant Wetland provide opportunities for natural interpretation.

ASSOCIATIONS AND MEANINGS:

- port and shipping history

IMPLICATIONS OF CHANGE:

A stable area which is unlikely to undergo significant change in the foreseeable future.



Henry House Museum in Lakeview Park

DARLINGTON

UNIT NO: 31

LOCATION:

Between Oshawa and Bowmanville extending inland 5 km from the lakeshore.

National Topographic System Map:
30 M/15

M.N.R. Sheets: 10 17 6700 48550
10 17 6700 48600
10 17 6750 48600
10 17 6750 48550
10 17 6800 48600
10 17 6800 48550
10 17 6850 48600

SIZE: 46 km²

DESCRIPTION:

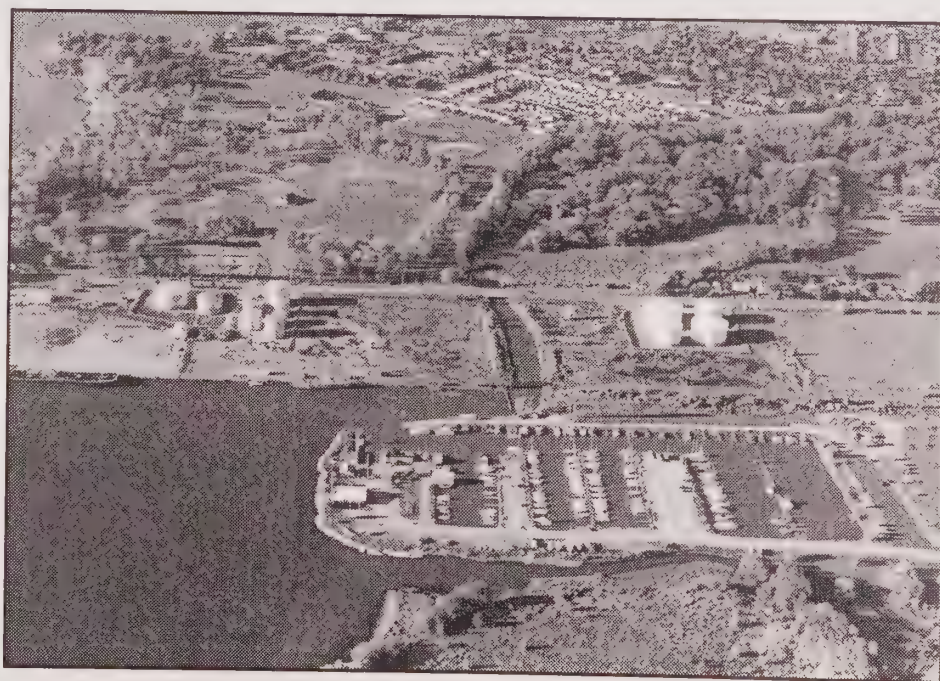
The Darlington unit is named for Darlington Creek which drains its eastern half into the lake. This is a rural agricultural unit in transition as it is highly modified by neighbouring urban influences. It is traversed by Ontario Hydro tower lines, the CNR and CPR main lines, Highway 401, and for a short distance Highway 2. Land uses along the shore frontage are diverse including Oshawa Harbour and marina, with related industrial installations, two extensive shore marsh natural areas, Darlington Provincial park, communication towers, Darlington Nuclear Generating Station, St. Marys Cement plant and quarry, and beach residences.

SHORE CHARACTER:

The shore in the Darlington is varied. there are barrier beaches in front of marshes and bays, low cobble beaches, bluffs, and lake fill areas. Approximately 10% of the shore is



The loading facility for St. Marys Cement projecting into the Lake with Darlington Nuclear Station in the background and Westside Creek Marsh in the foreground



Oshawa Harbour and marina

DARLINGTON

armoured. The bluffs extend across only a small part of the unit rising to a height approximately 25 m above lake level.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Darlington unit is shallowly incised by Darlington Creek and its tributaries, West Side Creek, Tooley Creek, and Robinson Creek. This unit is flat to gently rolling with elevations rising to 60 m above lake level near its northern extent. Physiographically the Darlington unit is in a slightly drumlinized portion of the Lake Iroquois clay plain.

FOREST COVER

The Darlington unit is in the Whitby-Oshawa forest area. There is very little significant wooded land. the majority of the tree cover is in the form of old field regeneration and along fence bottoms and roadsides. Portions of Darlington Provincial park are heavily planted with both native and exotic species. Native species in this unit include ash, sugar maple, elm, willow, and white cedar.

SIGNIFICANT NATURAL AREAS

- McLaughlin Bay Wildlife Reserve
- Darlington Provincial Park / McLaughlin Bay / Robinson Creek
- Tooley Creek
- Raby Head 1/Darlington Creek Mouth/Bowmanville Quarry
- Westside Creek Marsh

CULTURAL HERITAGE:

LAND USE

- 65% agricultural/open space
- 30% industrial/utility/transportation
- 5% residential

FEATURES

- Oshawa Harbour and marina
- General Motors Canada office
- Darlington Nuclear Generating Station
- St. Marys Cement plant and quarry
- Darlington Provincial Park
- railways

SCENIC RESOURCES:

CHARACTER

The Darlington unit is one of mixed character. It is an agricultural area in transition with numerous rural residential severances and anomalous land uses. The landscape is generally open and there are no dramatic

topographic features or significant wooded areas. The natural shore wetlands and bays contrast sharply with neighbouring industrial and utility sites.

VIEWS

Views within the Darlington unit have for the most part moderate scenic value. Exceptions are the views over the bay and wetland areas. There are very few places where there is not evidence of urban influence.

It is in this unit that travellers east on Highway 401 see their first glimpse of Lake Ontario, near the site of the General Motors Canada head office overlooking McLaughlin Bay.

Darlington Provincial Park offers the best opportunities for the general public to view the lake as well as McLaughlin Bay. Colonel Sam Drive, at the west end of the unit offers opportunities for views over the Second Marsh to Lake Ontario. From the lake the General Motors Canada head office, St. Marys Cement and the Darlington Nuclear Generating Station are prominent features on the shore.

LANDMARKS

- General Motors Canada head office
- Darlington Nuclear Generating Station
- St. Marys Cement

INTERPRETIVE POTENTIAL:

The numerous marshes and embayments on the shore in the Darlington unit offer excellent opportunities for natural area interpretation including aquatic habitat, shore plant communities and migratory birds and waterfowl.

ASSOCIATIONS AND MEANINGS:

- nuclear power generation
- earlier farming activity
- cement quarry
- shore natural areas

IMPLICATIONS OF CHANGE:

The Darlington unit is currently undergoing significant change as agricultural activity diminishes and urban fringe and industrial land uses become more prominent.

WILMOT

UNIT NO: 32

LOCATION:

Between the towns of Bowmanville and Newcastle in the Municipality of Clarington extending from the shore to a line 6 km inland.

National Topographic System: Map
30 M/15

M.N.R. Sheets: 10 17 6850 48600
10 17 6850 48650
10 17 6900 48600
10 17 6900 48650

SIZE: 48 km²



The agricultural landscape of the Wilmot area

DESCRIPTION:

This unit is an agricultural unit named for its most significant watercourse, Wilmot Creek. In addition to the grid of lines and concessions the Wilmot unit is traversed by Highways 401, 2 and 35/115, as well as the main lines of both the CPR and CNR. The agriculture is mixed with a significant apple orchard component.

There are numerous residential severances along Highway 2 and on the secondary road frontages. A recent addition in this unit is the development of the retirement community of Wilmot Creek following the shore for 2.5 km midway between Bowmanville and Newcastle.

SHORE CHARACTER:

A moderately high bluff rises gradually to 25 m from a point east of Port Darlington and subsides at the Wilmot Creek mouth 4 km to the east. The shore is pebble/cobble beach. The immediate in-shore area is agricultural except in the area of the

Wilmot Creek community and the Newcastle Marsh (at Wilmot Creek mouth). There is no significant shore armouring.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Wilmot unit is flat to gently rolling. It is shallowly cut by meandering streams, the most notable of which is Wilmot Creek. Elevations rise as high as 50 m above lake level in the north of the unit and to 25 m above lake level at the highest of the shore bluff areas.

Physiographically the Wilmot unit is in the slightly drumlinized Lake Iroquois clay plain.

FOREST COVER

Woodland is very limited in this unit. The majority of the natural vegetation is closely associated with the water courses.

Wilmot is in the Bowmanville Forest Unit. Tree species in stream valleys, along farm fence bottoms and roadsides are sugar maple, ash, white cedar and willow. There is a significant apple orchard component.

SIGNIFICANT NATURAL AREAS

- Newcastle Marsh (Wilmot Creek/Foster Creek)

CULTURAL HERITAGE:

LAND USE

- 80% agricultural

WILMOT

- 5% rural residential
- 5% transportation

FEATURES

- Wilmot Creek retirement community
- The Port Darlington community

SCENIC RESOURCES:

CHARACTER

This unit has the character of farmland strongly exhibiting its pattern of rectilinear land division. There are strong urban fringe influences in the form of major highway intersections, new subdivisions, and numerous rural severances.

VIEWS

There are no high prospects offering panoramic views over the landscape. The accessible bluff top at the Wilmot Creek Community offers viewing opportunities over the lake and east and west along the shore.

From the lake the landscape appears open and gently rolling. There is visual access inland above the bluff due to the relative lack of shoreline trees.

INTERPRETIVE POTENTIAL:

The Newcastle Marsh offers opportunities for natural area interpretation.

ASSOCIATIONS AND MEANINGS:

- agriculture, particularly orchards

IMPLICATIONS OF CHANGE:

There is significant pressure for suburban residential development in this unit which will alter its character. Shore developments will present opportunities for trail development. Any buildings in excess of four stories would appear very prominent in the landscape.

CLARINGTON

UNIT NO: 33

LOCATION:

East from Oshawa to a point north of Wesleyville, inland an average of 5 km with its northern extent to 12 km from the shore.

National Topographic System Maps:
30 M/15
30 M/16

M.N.R. Sheets: 10 17 6800 48650
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10 17 6950 48700
10 17 7000 48650
10 17 7000 48700
10 17 7050 48700
10 17 7100 48700

SIZE: 200 km²

DESCRIPTION:

Clarington is a rural unit lying north of the more urban shore units. It is an area of mixed farming, rural residential development, gravel pits, hamlets, wetlands and creek valleys.

It is a highly varied unit and is roughly coincidental with the Orono Forest Unit and the northern portion of the Bond Head Forest unit. Clarington is the topographic transition area between the relatively flat shore units and the hillier landscape to the north which approaches the southern extent of the Oak Ridges Moraine. The Clarington unit also contrasts with the shore units to the south because of its relatively heavy forest cover.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The landscape of the Clarington unit is a complex intermingling of creek valleys, wetlands, and hills. It is shallowly to moderately cut by numerous stream valleys. The more notable of the creeks are Farewell Creek, Black Creek, Bowmanville Creek, Soper Creek, Wilmot Creek, Graham Creek and Crooked Creek.

Generally elevations are between 55 m and 100 m above lake level with some hill tops in the east of the unit reaching as high as 125 m above lake level.

Clarington's physiography explains much of the topographic complexity as it is coincidental with the old Lake Iroquois shore and in the east has areas of drumlinized till plain.

FOREST COVER

Natural forest cover in this unit is relatively heavy (in excess of 20%). The cover is presently increasing in old field communities and reforestation as agricultural activity is decreasing in this unit.

There are some apple orchards in the area between Bowmanville Creek and Soper Creek.

Predominant tree species in woodlands of the Clarington unit include, white pine, white cedar, hemlock, sugar maple, red oak, ash, tamarack, silver maple, red maple, black spruce, yellow and white birch, and balsam fir.

SIGNIFICANT NATURAL AREAS

- Bowmanville Creek Valley
- Graham Creek Valley
- Clarke Swamp
- Newtonville Bog

CULTURAL HERITAGE:

LAND USE

- 95% agriculture and natural area
- 5% residential and other

FEATURES

- towns - Hampton, Orono
- villages and hamlets - Maple Grove, Grand Corners, Salem, Clarke, Crooked Creek, Starkville and Morrish
- heritage buildings and farmsteads
- Stephen's Gulch Conservation Area
- Hampton Conservation Area
- Harmony Valley Conservation Area

SCENIC RESOURCES:

CHARACTER

The Clarington unit is patterned by a regular grid of roads with a rectilinear land

CLARINGTON

division of farms and fields. In places the surveyed roads are not opened due to the presence of wetland areas. An interesting deviation from the grid pattern is evident where roads parallel both the east and west sides of the Bowmanville Creek Valley which poses a topographic barrier in the otherwise regular road pattern.

The frequency of stream valleys, wetlands, tree cover, and rolling topography make a complex landscape of high visual interest.

VIEWS

There are views over the shore units and Lake Ontario from the hilltops and high lands in the north of the unit.

As seen from the lake the Clarington unit is the wooded backdrop to the shore units.

INTERPRETIVE POTENTIAL:

This unit's strongest interpretive potential is in its natural areas and in the story of the influence of physiography (Lake

Iroquois Shore) on agricultural capability.

ASSOCIATIONS AND MEANINGS:

- rural communities and declining agriculture

IMPLICATIONS OF CHANGE:

This is a rural landscape in transition. As agriculture continues to decline and fields revert to woodland the character of the unit will change. Declining agriculture will also spawn rural residential land severances.



Natural afforestation of disused agricultural land

BOWMANVILLE

UNIT NO: 34

LOCATION:

70 km east of Toronto centred on Highway 2 and extending south to the lake shore at Port Darlington.

National Topographic System Map:
30 M/15

M.N.R. Sheets: 10 17 6800 48650
10 17 6800 48600
10 17 6850 48600
10 17 6850 48650

SIZE: 14 km²

DESCRIPTION:

Bowmanville is a rapidly growing community within the Toronto commuting circle. Bowmanville gets its name from Charles Bowman, a Montreal businessman, who owned most of the land, stores and mills in the community from the 1820's to the latter part of the century. The Vanstone Mill (on Bowmanville Creek at Highway 2) was originally built in 1850 for Bowman, by John Simpson, and was known as Simpson's Mill. The large frame structure remains today not significantly altered from its original state. Many of Bowmanville's older downtown commercial blocks are intact. Today Bowmanville has a significant industrial component, and is a thriving community with rapid residential expansion to the north and west of the older part of town.

SHORE CHARACTER:

The lakeshore in the Bowmanville unit is a low lying beach divided by the harbour mouth. From the harbour two breakwalls project into the lake. The West Beach is a pebble beach,



Terry Moore

Viewing platform at Bowmanville Valley Conservation Area

while the East Beach is sandier in nature. Both beaches are lined with residential buildings.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Bowmanville is on the Lake Iroquois clay plain. The topography is gently rolling

BOWMANVILLE

and shallowly cut by Soper Creek and Bowmanville Creek. On the west side of Bowmanville Harbour at Port Darlington these creeks empty into a large wetland area which drains to the lake at the harbour mouth.

FOREST COVER

Bowmanville is treed with a mix of native and exotic horticultural coniferous and deciduous plants. There is a minor natural woodland component associated with the creek valleys (willow, ash, poplar, maple, white cedar).

SIGNIFICANT NATURAL AREAS

- Bowmanville Creek/Bowmanville Harbour/Port Darlington
- Soper Creek

CULTURAL HERITAGE:

LAND USE

- 60% residential/institutional/commercial
- 20% industrial
- 20% open space

FEATURES

- Bowmanville Museum
- Port Darlington marina
- Bowmanville Zoo
- Vanstone Mill
- cemetery
- Town Hall
- Bowmanville Valley Conservation Area
- several heritage structures including houses, churches and downtown commercial buildings

SCENIC RESOURCES:

CHARACTER

The older parts of Bowmanville retain some of the character of an older southern Ontario town, but the overall character of the unit is strongly influenced by the high proportion of contemporary suburban development. The portion of town which is south of Highway 401 contrasts with that to the north because of its high proportion of open space. The residential areas at the beaches seem a different place as they are remote from the built-up area of town.

VIEWS

Bowmanville has a number of picturesque streetscapes in the older parts of town. The sequence of views along King Street in the downtown is interesting with the Vanstone Mill as the picturesque western terminus. Looking south on Waverly Road from the topographic break south of Highway 2 one can see to the lake. The

beach areas offer opportunities for looking over the lake. From the water Bowmanville appears as a low lying treed area with the beach residences visible on the shore and a few apartment buildings breaking the tree canopy inland in line with the centre of town.

LANDMARKS

- apartment buildings visible from lake.

INTERPRETIVE POTENTIAL:

The octagonal house at 48 Division Street is an example of the influence of the ideas of the eccentric American author Orson Iquire Fowler. The area west of Bowmanville Harbour provides opportunities for wetland interpretation. The Vanstone Mill is interesting as water powered grist mill.

ASSOCIATIONS AND MEANINGS:

- former mill town
- historic lake port

IMPLICATIONS OF CHANGE:

Bowmanville is a town in transition and the character of the town has been significantly changed over the past two decades. The harbour (Port Darlington) and beach areas are sensitive to change by new development as are the older areas of town particularly the King Street commercial area.

NEWCASTLE

UNIT NO: 35

LOCATION:

78 km east of Toronto and 22 km west of Port Hope centred on Highway 401 and extending south to the shore.

National Topographic System Map:
30 M/15

M.N.R. Sheets: 10 17 6900 48600
10 17 6900 48650

SIZE: 4.5 km²

DESCRIPTION:

The Newcastle unit is comprised of the original village which is now part of the larger municipality of Clarington. The concentrated urban area of Newcastle is focused around the downtown intersection of Mill Street and King Street (Highway 2). The area along Mill Street as it extends south to the harbour/marina at the Port of Newcastle is included in the unit. Originally developed as a municipality about 1850, and having grown only slowly since that time, until recently, Newcastle remains a small town with a significant proportion of heritage buildings, and streets lined with mature trees. Newcastle does not have a significant industrial component and is primarily a residential community with associated institutional and commercial land uses.

Of interest in the town's history is that Newcastle was home to the Massey family and it was here that Daniel Massey established the foundry and machine shop that eventually became the Massey-Ferguson corporation.

Newcastle although inland by 3 km has always maintained a strong link



A heritage home located between Newcastle and Port Hope

with its formerly commercial and now recreational, harbour. There is a small residential/cottage area at the harbour known as Bond Head. Graham Creek flows through the unit outletting at the harbour.

SHORE CHARACTER:

The shore at Newcastle is low lying with a pebble beach. Two breakwater structures

NEWCASTLE

extend a short distance into the lake from the harbour mouth.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Newcastle unit is flat to very gently rolling. The landscape slopes gently to the shore from the north edge of town where elevations are approximately 25 m above lake level.

Foster Creek and Graham Creek have carved shallow valleys to the west and east respectively, of the older section of Newcastle. Graham Creek flows into a wetland area upstream of the harbour.

Physiographically the Newcastle unit is situated in the Lake Iroquois clay plain.

FOREST COVER

Newcastle is in the Bowmanville forest unit. Most of the natural tree cover is located in creek valleys and wetlands. Willow is a dominant genus. The majority of the unit's trees however are native and exotic trees planted as ornamental landscape and street plantings. Particularly striking are the maples which line Mill Street South.

SIGNIFICANT NATURAL AREAS

- Graham Creek/Port of Newcastle.

CULTURAL HERITAGE:

LAND USE

- 75% residential/institutional/commercial
- 25% public and private open space

FEATURES

- harbour and marina
- Town Hall
- downtown heritage commercial buildings
- heritage residences and churches
- Bond Head cottage area
- historic cemetery

SCENIC RESOURCES:

CHARACTER

Newcastle retains the charm of a small southern Ontario town with an interesting and balanced mix of new and old. It is a thriving and up to date Municipality which has retained much of its heritage ambience in a natural manner. The character of the older parts of town arises, to a large extent, from the mature trees lining streets and on residential properties. A significant part of town,

south of King Street and west of Foster Creek is of recent vintage with a character typical of contemporary residential subdivisions.

VIEWS

Newcastle has many picturesque scenes and views resulting from its mature trees and heritage streetscapes. In the southern portion of the unit there is a view which is of scenic value southward along Mill Street toward the harbour.

The boardwalk east of the harbour mouth offers excellent opportunities for viewing over the lake.

INTERPRETIVE POTENTIAL:

This unit offers potential for interpretation of its natural areas, the history of the development of the community in the harbour area, and the early history of the Massey farm equipment business which was very significant in Ontario's industrial history.

ASSOCIATIONS AND MEANINGS:

- small town heritage
- older waterfront cottage development
- Massey family

IMPLICATIONS OF CHANGE:

New construction and development, if not sensitively undertaken, could significantly diminish the heritage quality of the older parts of town. Throughout the unit development in excess of four stories would be out of character.

WESLEYVILLE

UNIT NO: 36

LOCATION:

On the Lakeshore extending west from Port Hope to the town of Newcastle.

National Topographic System Maps:

30 M/16

30 M/15

M.N.R. Sheets: 10 17 6900 48600

10 17 6900 48650

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10 17 7000 48600

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10 17 7150 48650

10 17 7150 48700

SIZE: 75 km²

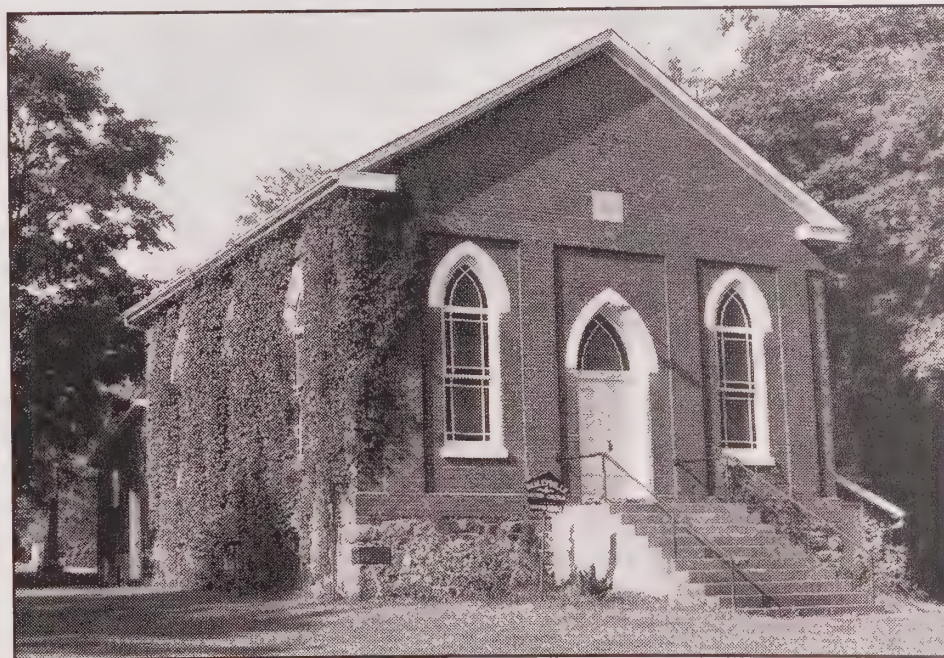
DESCRIPTION:

Wesleyville is a rural unit named for the village midway along its length. The Wesleyville Generating Station is a dominant built feature in this unit. This thermal electric plant located on the shore has never been in operation.

In this unit the drumlin field (with relatively small formations) almost meets the shore. The Wesleyville unit is a mixed farming unit with several small and old hamlets linked by the Lakeshore Road. The C.N.R. and C.P.R. main lines also traverse the unit in an east/west direction. Close to the shore the abandoned GTR embankment is very apparent between Wesleyville and Port Hope. Where the Wesleyville unit extends farthest inland, near Port Hope, it is also traversed by Highways 2 and 401.



The spectacular clay cliffs along the Bond Head shoreline



The Wesleyville church and cemetery

WESLEYVILLE

The meandering Lakeshore Road is one of the oldest in the province. It was completed in 1800 and during the War of 1812 was used as a military road. The road was subsequently judged to be too close to the lake in the case of attack and so a new road (current Highway 2) was built farther inland in 1817.

The Lakeshore Road is this unit's unifying cultural feature. It, with its heritage farms, houses and villages, contrasts sharply with the other dominant built feature, the Wesleyville Generating Station, its associated storage yards, and the contemporary residential development it has spawned.

SHORE CHARACTER:

The majority of the shore of the Wesleyville unit is lined by bluffs with a narrow pebble beach. The highest and most easily accessible of the bluff tops is in the west of the unit near Bond Head where they rise 35 m above the lake level.

There are some areas of low pebble beach at Wesleyville, Port Britain, and a location just east of Otty Point. At Port Britain and Wesleyville the shore is a barrier beach in front of marsh.

Stretches of the shore bluff are dramatically eroded with vegetated ravines.

There is very little shore armouring. A small cottage community is sited at Port Britain Beach.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Wesleyville unit is the most hilly of the shore units. In this unit small drumlins approach the shore. There is a single drumlin 2 km west of Port Hope north of the Lakeshore Road which sits in a locally flat landscape. Although relatively small this drumlin exhibits classic form free of the confusion of nearby landforms.

The landscape is moderately incised by several small creek valleys spaced at regular intervals which contribute to the rolling character of the country as appreciated from the Lakeshore Road.

Physiographically the east and west portions of the Wesleyville unit are on the Lake Iroquois clay plain, while the centre of the unit is on an area of till plain.

FOREST COVER

Although an agricultural area, there is a significant and varied woodland component in this unit. The forest cover

is associated with stream valleys and wetlands, as well as upland farm woodlots. There is a small orchard component and minor areas of conifer plantation. Roadsides and fields are irregularly lined with trees. Species represented in significant numbers are sugar maple, white ash, white birch, red oak, white pine, beech, white cedar, yellow birch, crack willow, balsam poplar, trembling aspen and hemlock. Numerous largetooth aspen are found in beach areas.

SIGNIFICANT NATURAL AREAS

- Bond Head Bluffs
- Newtonville Creek
- Port Granby Creek
- Port Granby East Bluffs
- East Port Granby Ravine
- Chrysler Point Bluffs
- Wesleyville Marsh
- Willow Beach Marsh
- Otty Point Upland Woods

CULTURAL HERITAGE:

LAND USE

- 96% agricultural and woodland
- 2% rural residential
- 2% industrial (Wesleyville Generating Station)

FEATURES

- Lakeshore Road
- Highways 2 and 401
- CNR & CPR mainlines
- GTR embankment
- Wesleyville Generating Station
- Wesleyville Church and Cemetery
- Welcome Cemetery
- Welcome village
- Port Granby village
- Wesleyville village
- Port Britain village
- numerous heritage structures including railway bridges and underpasses, and farms.

SCENIC RESOURCES:

CHARACTER

The Wesleyville unit is one of rural character. Travelling along its roads, particularly in an east/west direction, one is treated to a rural experience of farms and wooded areas with an older small field pattern. There is a balanced blend of heritage and contemporary construction, which when considered in knowledge of the numerous native archeological sites at Wesleyville and near Bond Head,

WESLEYVILLE

tells of the long continuum of human habitation. The Wesleyville Generating Station and its ancillary infrastructure is uncharacteristic of the unit.

VIEWS

The unit offers opportunities for the viewing of many scenic landscapes. Lake Ontario can be seen appearing and disappearing from view along the Lakeshore Road. Port Britain Beach and Willow Beach offer public access to the shore for lake viewing.

The Bond Head Bluffs present one of the better prospects along the shore for observing the lake, but the bluff top is in private ownership and there is significant danger of falling for there is no rail marking the edge.

From the Lakeshore Road, just west of the Bond Head Bluffs, there is a compelling view of the small bay at the mouth of Graham Creek.

Hydro and communication towers figure prominently in much of the scenery.

From the lake the unit appears alternately wooded and clear above the shore bluff with farmsteads clearly visible. Houses are seen on the shore at Bond Head, and Port Britain Beach.

LANDMARKS

- Wesleyville Generating Station



A mixed farming area dissected by the CN rail line

INTERPRETIVE POTENTIAL:

This unit's greatest interpretive potential is in its shore marsh areas and bluff face geology and plant communities. The GTR embankment and the lakeshore offer potential for the interpretation of early travel on the shore.

ASSOCIATIONS AND MEANINGS:

- agricultural heritage and tradition
- radioactive waste storage (near Port Granby)
- despoiled shore at Wesleyville Generating Station

IMPLICATIONS OF CHANGE:

Some agricultural decline is leading to old field conditions and deterioration of farm buildings. Subsequent non-agricultural land uses, modern infrastructure, and rural residential severances are changing the character of the landscape.

GANARASKA

UNIT NO: 37

LOCATION:

Inland from Lake Ontario Shore, north and west of Port Hope.

National Topographic System Map:
30 M/16

M.N.R. Sheets: 10 17 7150 48700
10 17 7150 48750
10 17 7150 48800
10 17 7100 48700
10 17 7100 48750
10 17 7100 48800

SIZE: 105 km²

DESCRIPTION:

The Ganaraska unit is comprised of the centre of the Ganaraska River watershed (total extent 270 km²). The unit is an area of hilly mixed farmland dissected by the tributaries of the river. It is bounded by the Oak Ridges Moraine on its northern edge, the more wooded Clarington unit in the west, the Northumberland Hills in the east and on the south by shore landscape units. Included in the mixed farming are a few apple orchards and the remnants of a formerly significant tobacco based agriculture. Although many of the farms remain in active use some are reverting to old field condition. The Ganaraska watershed was the subject of early (1944) conservation efforts and reforestation, as the deep sands which had been extensively cleared had little ability to hold water which led to periodic devastating floods in Port Hope. This problem was worsened by the fact that large areas of Port Hope were built in the flood plain.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The landscape of the Ganaraska unit is rolling and hilly with some notable named hills in its northern portions. Dean's Hill and Caldwell's Hill are two among them which have summits in excess of 150 m above lake level. In the south centre and south west of the unit there are significant wooded wetlands. The River is divided into 2 main branches (Ganaraska and North Ganaraska) and flows at a gradient of .5% to the lake.

Physiographically the Ganaraska unit is primarily in the Lake Iroquois sand plain region although there are areas of drumlinized till plain comprising the northern hilly area.

FOREST COVER

Most of the forest cover in this unit is in the wet river valley areas and in remnant farm woodlots. Wetlands are wooded extensively with eastern white cedar, while upland areas are wooded with oak, white pine and sugar maple forest. Much of the unit's tree cover exists along farm lanes, roadsides and fence bottoms. Areas of older red and scots pine plantations dot the landscape resulting from early conservation efforts.

SIGNIFICANT NATURAL AREAS

- Ganaraska River Valley

CULTURAL HERITAGE:

LAND USE

- 95% agriculture and woodland
- 5% rural residential severances and hamlets

FEATURES

rural communities and hamlets:

- Garden Hill
- Campbellcroft
- Davidson's Corners
- Dale
- Osaca
- Perrytown
- Canton
- Elizabethville
- heritage farmsteads
- rural churches
- wayside cemeteries
- Canton mill and pond
- Batterwood (Vincent Massey estate)
- Garden Hill Conservation Area
- Port Hope Conservation Area

SCENIC RESOURCES:

CHARACTER

The Ganaraska unit is an interesting blend of farm and woodland in a complex

GANARASKA

topography of hills and stream valleys. The road pattern for the most part conforms to a grid pattern. There is however a large (20 km²) area in the south centre of the unit where there are few open roads due to the presence of river bottom wetlands and high proportion of woodland. In general this unit is highly scenic in a bucolic sense.

VIEWS

The hills in the north offer opportunities for long views over the countryside. In places one can see both Lake Ontario to the south and Rice Lake to the north from the same vantage point. Deans Hill west of the village of Garden Hill is a popular lookout location.

From the lake this unit forms the enclosing backdrop to the shore units.

LANDMARKS

- Perrytown Church

INTERPRETIVE POTENTIAL:

The Ganaraska watershed offers an opportunity for interpretation of pioneering soil and water conservation in Ontario. Canton, and Batterwood Estate present an opportunity for interpretation of Vincent Massey's tenure as Canada's first native born Governor General.

ASSOCIATIONS AND MEANINGS:

- early Ontario agriculture
- soil conservation
- Ganaraska sport fishery

IMPLICATIONS OF CHANGE:

The character of this unit is changing as some marginal farmlands return to old field and eventual forest condition. Hydro lines and communication towers will alter the visual landscape if they proliferate.



View across typical wooded valley in the Ganaraska unit near Port Hope

PORT HOPE

UNIT NO: 38

LOCATION:

On the lakeshore approximately 100m km east of Toronto and 62 km west of Trenton.

National Topographic System Map:
30 M/16

M.N.R. Sheets: 10 17 7150 48650
10 17 7150 48700

SIZE: 12 km²

DESCRIPTION:

This unit comprises the built up area of the Town of Port Hope. Port Hope's population is approximately 12,500.

Port Hope is in Northumberland County and is one of the oldest towns in Ontario. A Crown patent was issued for the settlement at Smith's Creek in 1797. The name Port Hope was chosen in 1817 when the first post office opened.

Smith's Creek was initially settled in 1793 as a fur trading post, and by 1825 Port Hope had grown to be a thriving mill town and a very significant lake port with as many as 50 vessels docked per week in 1830. In addition to milling, and the shipping of lumber Port Hope became the site of several breweries and distilleries.

The main street commercial buildings were substantially complete by 1850 and today the architecture of the downtown area has changed very little. The milling, shipping, brewing and distilling are now gone, and Port Hope derives its income from tourism and modern industries (most notably



Downtown Port Hope bordered by the Ganaraska River with the Comeco Refinery at the top of the photo

the refining of uranium ore). The refinery is dominant at the town's waterfront.

Port Hope in addition to its intact Victorian downtown, boasts one of the most extensive aggregations of heritage domestic architecture in Ontario.

Although Port Hope continues to grow at a modest rate, the location of growth is such that the character of the older sections of town has not been significantly

PORT HOPE

compromised. The wise conservation of the town's architectural heritage has not only maintained the building stock but has improved its general condition over that of a generation ago.

SHORE CHARACTER:

At the extreme western end of the waterfront the shore is lined by moderate bluffs (15 m) with pebble beach at this base. The bluffs very soon give way to a moderately wide sand and pebble beach. Centrally the shore line is described by the harbour and its stone break waters at the mouth of the Gananaska River. East of the harbour there is a small sand beach but the shore soon rises as a low (10 m) bluff with pebble beach and rubble rip-rap at its base. At the eastern extent of the waterfront the shore area is low and marshy with pebble beach.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The older central part of Port Hope is located on the valley slopes of the Gananaska River. The river itself is shallowly cut into the limestone bedrock. Above the valley sides the town spreads to the east and west at elevations approximately 65 m above lake level on the west side and 40 m above lake level on the east side. These east and west areas are marked by a number of small stream valleys, ravines, and hills which contribute topographic interest.

Physiographically Port Hope is on a clay plain with localized sand deposits. The north west corner of town is a small drumlinized till plain area.

The Gananaska River and valley is the single most significant topographic feature although the valley in town has been almost entirely urbanized since the mid 19th century.

FOREST COVER

As the landscape of this unit is heavily modified the majority of the forest cover is horticultural and consists of primarily ornamental landscape plantings with deciduous and coniferous species of native and exotic origin. In contrast to this there are some woodland areas on the west side of the river associated with stream cut ravines and valley systems.

Species found in these woods are white pine, red and white oak, birch, sugar maple, and ash. Hemlock, beech and willow are found to a lesser degree. Due to the urban surroundings a number of non native trees and shrubs

have successfully established in the wooded areas.

SIGNIFICANT NATURAL AREAS

- Alexander Street Ravine
- Monkey Mountain - Pigeon Hill Ravine
- Gananaska River

CULTURAL HERITAGE:

LAND USE

- 60% residential/commercial/institutional
- 20% industrial
- 20% open space

FEATURE

- Town Hall
- Trinity College School
- Agricultural Society Fairgrounds
- St. Mark's Anglican Church
- CN railway station
- CNR and CPR main line viaducts
- harbour and yacht basin
- downtown commercial block
- Molson Mill
- Corbett's Dam fish ladder
- numerous heritage churches and residences
- St. Mark's cemetery

SCENIC RESOURCES:

CHARACTER

Port Hope is largely a 19th century Ontario town characterized by tree-lined streets and many picturesque areas and heritage properties of grand as well as more modest scale. Port Hope's downtown area, although not busy, is probably the province's most architecturally intact Victorian era commercial district. The older sections of Port Hope speak of very prosperous former times.

Overall the character is of an established and restful community retaining very strong links to its past.

VIEWS

Because of its hilly nature Port Hope offers numerous sites for views over portions of the town. Within the town there are many picturesque street scenes. Two of the more noteworthy are the view from the bottom of town westward up the main street, and the view south on Queen street from the downtown core to the harbour beyond the railway viaduct.

There are views out to the lake from the beach and harbour areas. From the lake the harbour area is dominated by the

PORT HOPE

Comeco Refinery buildings. Behind this the town appears as the occasional building including the Town Hall, and four church spires breaking through the tree cover on the hills. The railroad viaducts are prominent in views from the harbour area.

Pigeon Hill is a vantage for spectacular views over the town for long distances over the lake and countryside to the north east and south east.

LANDMARKS

- church spires
- CNR and CPR viaducts
- Comeco Refinery
- Town Hall cupola

INTERPRETIVE POTENTIAL:

Port Hope's strongest opportunities for interpretation are in its heritage architecture and associated settlement and industrial history. National stories of the North West

Rebellion, and the development of the nuclear industry can be interpreted at Port Hope sites.

The Gananaska River is one of the most important salmonoid fisheries on Lake Ontario and the fish ladder at Corbett's Dam presents a unique site for interpretation.

ASSOCIATIONS AND MEANINGS:

- architectural heritage
- 19th century industrial prosperity
- fresh water fishery
- nuclear industry

IMPLICATIONS OF CHANGE:

Development within the older parts of town should be sensitive to the existing heritage fabric. Tall buildings would alter the scene from the lake. Port Hope's Victorian character is one of its major resources which could be easily diminished without rigorous consideration of the implications of infill and new development.



The clock tower and cupola of Port Hope's Town Hall

PORT HOPE/COBOURG SHORE

UNIT NO: 39

LOCATION:

On the lakeshore between Port Hope and Cobourg. The unit extends 3.5 km inland at Cobourg and 7 km inland between the Ganaraska and Northumberland Hills units near Port Hope.

National Topographic System Map:
30 M/16

M.N.R. Sheets: 10 17 7200 48700
10 17 7150 48700
10 17 7150 48750

SIZE: 18 km²

DESCRIPTION:

This is a rural unit of mixed farming activity. The landscape is generally flat and open, with a strong rectilinear pattern of roads and fields. Although all of the roads are not open, those that are conform strictly to the grid survey pattern dominated by Highway 2.

There are no rural hamlets in this unit and there are few residential severances, except along the Highway 2 corridor.

SHORE CHARACTER:

The shore line in this unit is low lying. There are no significant bluffs and most is pebble and cobble beach with shoreline marshes in many locations. Offshore (1.4 km) between Port Hope and Cobourg is Peter Rock, an unusual (in Lake Ontario) limestone rock with no significant woody vegetation. Peter Rock is marked by a lighthouse with fog horn. Both the CNR and CPR main lines cross this unit near the shore.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The landscape of this unit is flat to gently rolling. Extensive wetlands occur near the shore. Gage Creek describes a shallow meandering channel in the west of the unit and two other minor streams dissect the unit east of Gage Creek. The Port Hope/Cobourg shore is in an area of Lake Iroquois clay plain south of the drumlin formation which comprises the Northumberland Hills.

FOREST COVER

There is relatively little forest in this unit. What woodland there is is dominated by bottomland stands of ash, white cedar and crack willow associated with the shore marsh areas and the Gage Creek watercourse. There is a minor component of remnant upland woodlot in the northern part of the unit. Trees line fence bottoms, lanes and roads. There are areas of old field vegetation.

SIGNIFICANT NATURAL AREAS

- Gage Creek Mouth/Peter Rock Marsh/Carr Marsh/Peter Rock Marsh Creek
- Cobourg Shopping Centre Wetland.

CULTURAL HERITAGE:

LAND USE

- 5% rural residential severance
- 75% agricultural
- 20% wetland and other natural areas

FEATURES

- Highways 2 and 401
- CNR and CPR main lines
- abandoned Grand Trunk Railway embankment
- Midway Drive-in Theatre
- Telephone Road Trailer Park community
- various heritage houses and farmsteads

SCENIC RESOURCES:

CHARACTER

In the south this unit is very open with vegetation and field patterns predominating. In the north the slightly more rolling topography asserts itself in the scene. Generally the character is agricultural with rural residential along Highway 2. This unit's flatness is its single strongest characteristic.

VIEWS

From Highway 2 Lake Ontario is almost constantly visible over the fields to the south. Looking northward the landscape rises gently to the relatively abrupt change in gradient marking the Northumberland Hills. There are no spots of high elevation offering long panoramic views except those which can be appreciated from the bridges when crossing the 401 at Theatre Road, or the railway tracks on Highway 2.

The shore offers views over the lake but the beach is difficult to reach as there is no shoreline road and very limited road access south from Highway 2.

PORT HOPE/COBOURG SHORE

From the lake visual access across the unit to the Northumberland Hills is good due to the open nature of the landscape and the relative absence of trees along the shore.

LANDMARKS

- Peter Rock light
- drive-in theatre

INTERPRETIVE POTENTIAL:

This units greatest interpretive potential lies in its shoreline marshes and pebble barrier beaches.

ASSOCIATIONS AND MEANINGS:

- dominance of railways and train sounds
- Peter Rock navigation hazard and sound of fog horn
- smelt fishing in Gage Creek

IMPLICATIONS OF CHANGE:

There is some reversion of agricultural lands to old field and a large orchard has recently been cut down. Vertical built elements stand out noticeably in the flat open landscape.



Typical agricultural landscape showing rectilinear field pattern on flat clay plain

COBOURG

UNIT NO: 40

LOCATION:

On the lakeshore approximately 112 km east of Toronto and 50 km west of Trenton.

National Topographic System Map:
30 M/16

M.N.R. Sheet: 10 17 7250 48700

SIZE: 16.0 km²

DESCRIPTION:

This unit comprises the built-up area of the City of Cobourg. Cobourg's population is approximately 14,700.

Cobourg, the Northumberland County seat is a vital and historic town. Cobourg was first settled in 1798 by United Empire Loyalists. During the 19th century the town grew to be a milling centre and port of some consequence. Following a short economic downturn in mid century the town revived as a fashionable resort for Americans who built numerous mansions along the shore which they used as summer houses. Well into the 20th century Cobourg's harbour was busy with freight shipping and also served as port for passenger, car and rail ferries crossing Lake Ontario to and from the American south shore.

Today Cobourg is a thriving town of significant tourism interest, with numerous heritage structures, tree lined streets, a revitalized waterfront (marina and beach promenade), and a strong industrial sector.

Although Cobourg continues to increase in population and size, the pace and location of growth is such that the integrity of the older parts of



The waterfront promenade along Cobourg's Victoria Park



Cobourg's waterfront showing several development opportunities between the downtown and the shoreline

COBOURG

town has not been compromised with high rise development and road widenings. New commercial development is concentrated in the Northumberland Shopping Centre (on the west of town) and as redevelopment and infill projects in the downtown core and public waterfront areas. Cobourg has successfully maintained the character of an independent southern Ontario small town within an agricultural hinterland.

Almost half of Cobourg's waterfront is publicly accessible.

SHORE CHARACTER:

Cobourg is low lying with only minor (5m ht.) bluffs on the east of the waterfront. The shore across the centre of town is comprised of the harbour protected by breakwater walls - and a .5 km long, wide sandy beach. West of the harbour the shore is a sand and pebble beach.

There is limited shore armouring.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The land on which Cobourg is built is flat to very gently rolling. The northern extent of the built-up area (adjacent Highway 401) is at an elevation of 23 m above lake level. From the north side of town the land slopes at an even gradient of 0.8% to the shore which is 3 km away. On the west side of town Cobourg Brook cuts a shallow valley to the lake.

In physiographic terms the southern (older) part of Cobourg is on a clay plain, while the sand plain formed by prehistoric Lake Iroquois underlies the northern half.

FOREST COVER

As the landscape of this unit is heavily modified the majority of the tree cover is horticultural landscape and street tree plantings with deciduous and coniferous species of both native and exotic origin.

The most significant area of natural woodland is associated with Cobourg Brook and the beach area west of the harbour. The dominant native woody species are crack willow, shrub willow, and eastern white cedar.

The western shore is the site of the largest significant sandy beach strand plant community between Toronto and Presqu'ile.

SIGNIFICANT NATURAL AREAS

- Cobourg Beach/Cobourg Brook/Baltimore Creek

CULTURAL HERITAGE:

LAND USE

- 50% residential/commercial/institutional
- 30% industrial
- 20% open space

FEATURES

- Victoria Hall
- Victoria College
- County Gaol
- St. Peter's Anglican Church
- Pratt's Mill
- CNR station
- Market Building
- Marie Dressler House
- Numerous villas and smaller houses of heritage architectural interest
- 3 storey brick commercial blocks
- Victoria Park and Beach
- heritage harbour area

SCENIC RESOURCES:

CHARACTER

Cobourg is a largely unspoiled Ontario town characterized by tree-lined streets and many picturesque well kept residential properties. Cobourg's downtown, with its slightly curving main street lined with 3 storey brick commercial buildings, is dominated by the grandeur of the stone classical revival Victoria Hall (Town Hall).

Tree filled Victoria Park, site of the town bandshell, is in the centre of the old town and is continuous from the main street for 300 metres to Victoria Beach.

Overall the character is of an established and vibrant yet restful community retaining strong links to its past.

VIEWS

Because of its flat topographic character Cobourg offers no sites from which to obtain long or panoramic views. Within the town there are many picturesque street scenes. Two of the most noteworthy are the view north from Victoria Park to Victoria College and west along the main street to Victoria Hall, seen upon entering the downtown core from the east on Highway 2.

There are numerous opportunities to look out over the lake from the water front, and as one approaches on the water the town appears as a striking and romantic composition of buildings and trees forming a backdrop to the harbour light, sailboat masts and beach. Seen from the water the

COBOURG

downtown area is very prominent and compelling.

LANDMARKS

- Victoria Hall
- Victoria College
- St. Peter's Church spire
- water tower
- G.E. plastics factory (on shore at east end of unit)

INTERPRETIVE POTENTIAL:

Cobourg is a good example of a lake port town with a prosperous Victorian history. Cobourg LACAC has developed a walking tour of heritage buildings and the west beach area offers potential for interpretation of a unique natural area. Contemporary industry (particularly plastics) is of interest.

ASSOCIATIONS AND MEANINGS:

- former commercial port
- United Empire Loyalist Settlement
- former summer resort for wealthy Americans.

IMPLICATIONS OF CHANGE:

Much of the land adjacent to the harbour area was formerly occupied by industry and rail lines. This land is now ready for re-development. With careful attention to siting and design, future development in this area can avoid significant alterations to the view of Cobourg from the lake, retaining the character of the waterfront, and enhancing connections between the downtown, the harbour and western beach. The possibility of further industrial development near the shore east or west of town poses a threat to the shoreline experience.

GRAFTON SHORE

UNIT NO: 41

LOCATION:

Shoreline unit between Cobourg and Colborne in Northumberland County

National Topographic System Maps:

30 M/16

31 D/1

31 C/4

30 N/13

M.N.R. Sheets: 10 17 7250 48700

10 17 7300 48700

10 17 7350 48700

10 17 7400 48700

10 17 7400 48750

10 18 2600 48700

10 18 2600 48750

10 18 2650 48700

10 18 2650 48750

SIZE: 63.0 km²



The delicate pattern of fields and woodlots between Cobourg and Grafton with the white structure of the G.E. Plastics Factory in the distance

DESCRIPTION:

This unit is defined by its physiographic and topographic characteristics. It is a relatively flat area between the edge of the extensive drumlin field, defining its northern edge, and the lake shore. This is a rural unit which is predominately agricultural with small hamlet areas and significant wetlands. All lands are privately held with the exception of the Haldimand Conservation Area and thus public shore access opportunities are limited. There are four small settlement areas along the shore (Spicer, Chub Point, Lakeport and one unnamed).



Barnum House on Highway # 2 west of Grafton

SHORE CHARACTER:

The shore is physically accessible as there are no significant bluffs (<5.0

GRAFTON SHORE

m. at Chub Point and 5.0 m. at McGlennon Point). The remainder of the shore is cobble beach fronting a landscape which rises gently (1.0% slope) to the north. There is no significant shore protection in this unit.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

This unit is flat to very slightly rolling. The prevailing physiographic feature across this unit is the Lake Iroquois sand plain. There is a finger of clay plain extending eastward from Cobourg. Immediately west of Lakeport there is an area of till moraine and a zone of peat and muck. At the end of the moraine are remnant beaches of Lake Belleville. Elevations range from 75 m (water level) at the shore to 100 m. near the north edge of the unit.

FOREST COVER

Due to its agricultural nature forest cover in this unit is mainly limited to the natural areas associated with wetlands and creek valleys. This forest cover is primarily deciduous wetland species (eg. soft maple, poplar, willow, green ash, and white cedar) Much of the actual forest area has been subject to harvesting and clearing so trees are young in much of the unit. There is significant acreage in apple orchard in the eastern half of the unit. Roadside tree plantings are not characteristic throughout the unit.

SIGNIFICANT NATURAL AREAS

- Lucas Point
- Spicer Lowland Woods
- Brookside Wetlands
- Barnum House Creek
- Grafton Undulating Woods
- Chub Point
- Grafton Wetlands
- Lower Shelter Valley Creek
- Middle Shelter Valley creek
- Wicklow Beach Wetland
- Haldimand Conservation Area/Wicklow Gravel Pit
- McGlennon Point Wetland
- Lakeport Wetland
- Lakeport Old Lake Belleville Shoreline
- Colborne Creek Wetland

CULTURAL HERITAGE:

LAND USE

- 30% natural areas
- 68% Agricultural

- 2% Residential

FEATURES

- Barnum House
- Spalding's Inn
- Wicklow Baptist Church
- CNR and CPR mainlines
- Highway 2 (Danforth Road)
- Wicklow community
- Lakeport community
- Chub Point community
- Spicer Pentecostal community
- abandoned Grand Trunk Railway
- St. Lawrence Cement quarry
- Keeler Mill ruin
- Quaker Cemetery (south of Barnum house)

VISUAL RESOURCES:

CHARACTER

The predominant visual impression is one of rural/agricultural setting. There is a balanced mix of low/wet woodland, and fields and orchards. The gently rolling topography and wooded areas break the unit into intermediate sized view sheds. There is not strong evidence of the survey pattern communicated by continuous lines of roadside or fence bottom trees.

VIEWS

Many short and medium distance views within the unit - frequent glimpses of the lake from the shore road. There are opportunities for long views from the unit, either to the drumlin field to the north, or over the lake from the shore edge of the unit. There are is no high point in this unit to provide a superior position which would afford dramatic or panoramic views. There are however views over the lake from the road and south of Colborne.

Seen from the higher land to the north, this unit spreads as a mosaic of fields, orchards, woods, and wetlands, to the shore. From the water it appears as a line of trees in front of the distant drumlins north of Highway 2. There are some open fields and partial views to farm buildings and residences. The plastics plant on the east side of Cobourg dominates views along the waterfront east of Cobourg for 4 or 5 kilometres. The conveyor projecting into the lake from the St. Lawrence Cement quarry, south of Colborne, is visible for great distances over the water.

LANDMARKS

- St. Lawrence Cement conveyor

GRAFTON SHORE

INTERPRETIVE POTENTIAL:

There is significant wetland interpretive potential. Lakeport and the Lakeport-Colborne Road offer opportunities for interpretation of 19th century shipping, ship building, and milling. Barnum House is the site of the first restoration activity of The Architectural Conservancy of Ontario, in 1940.

ASSOCIATIONS AND MEANINGS:

- old area of mixed agriculture
- fruit growing
- late 18th century and early 19th century UEL settlement
- early and mid 19th century shipping and commerce
- York-Kingston military road (Danforth Road/Highway 2)

IMPLICATIONS OF CHANGE:

As most of the land in this unit is private, and as much of it is low intensity agriculture, development for residential and other uses is quite possible as demand increases. There is land subdivision for residential development, and associated road widening currently occurring near the shore south of Grafton. Although the area has the capacity to absorb some degree of development if sensitively executed, a major influx of rural and recreational residential would ultimately change the heritage character of the unit.

As the shore area is more sensitive to change, in visual terms, than the inland areas, shore line development would change the unit's visual character most significantly, particularly as seen from the water. Structures in excess of 10-12m height would, in most cases have significant visual impact.

GRAFTON VILLAGE

UNIT NO: 42

LOCATION:

Between Cobourg and Colborne in Haldimand Township. Grafton is 3 km inland from the shore on Highway 2.

National Topographic System Map:
30 M/16

M.N.R. Sheet: 10 17 7350 48700

SIZE: 1.5 km²

DESCRIPTION:

Grafton is a village located on Highway 2. Its history dates to the late 18th century. During the early 1800's Grafton became the new home of many United Empire Loyalists and immigrants from England and Scotland. Grafton has four heritage churches (evidence of its strong religious past. There were also six inns and taverns operating between 1815 and 1845 in Grafton, as a consequence of its location on the Danforth Road between York (Toronto) and Kingston.

As Grafton has grown little and remains a hamlet much of the original fabric of the village is extant in the form of heritage buildings, and street and road patterns. Grafton's cemeteries chronicle the names, origins and lifespans of its early inhabitants.

Grafton's commercial economy is to a significant degree reliant on visitors.



The unique layout of Grafton looking towards the Lake

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Grafton is situated at an elevation of 120.0 (45 metres above lake level) on the boundary between the Northumberland Hills unit and the Brighton Shore unit. The village is built among small drumlins on the Lake Iroquois shore sand plain.

GRAFTON VILLAGE

FOREST COVER

Grafton is treed with a mix of native and exotic horticultural coniferous and deciduous plantings. The indigenous trees in the unit are typical of the surrounding countryside (maple, ash, and white cedar). Although Grafton is in an area of significant woodlands, the village itself is not heavily treed.

SIGNIFICANT NATURAL AREAS

There are no significant natural areas in the village.

CULTURAL HERITAGE:

LAND USE

- primarily residential with supporting commercial and institutional properties, including a town park and arena.

FEATURES

several heritage sites including:

- Haldimand Township Building
- Grafton Inn
- St. Andrew's United Church
- St. George's Anglican Church
- St. Mary's Catholic Church
- Methodist Meeting Hall
- numerous heritage residences and commercial buildings
- church yard cemeteries

SCENIC RESOURCES:

CHARACTER

Grafton retains the charm of a rural small town filled with what are for the most part modest structures. The rolling topography, trees and short streets (most with no curbs or sidewalks) sometimes running at oblique angles contribute to a comfortable human scale environment. Each property, street and building is unique.



The recently restored Grafton Inn with its white clapboard siding and green trim

GRAFTON VILLAGE

VIEWS

Wherever one looks in Grafton there is a pleasant view resulting from the heritage village character. From the southern edges of Grafton there are long views over the lower shore landscape to the lake down the road to Chub Point, and across the fields.

From a distance Grafton is hidden among the trees, and comes into view almost surprisingly as one approaches from east or west on Highway 2 or from the south-east on the historic Danforth Road.

LANDMARKS

- St. Mary's Church spire marks the location of Grafton as seen from the lake and from the surrounding countryside.

INTERPRETIVE POTENTIAL:

Loyalist domestic architecture
heritage commercial and institutional architecture
late 18th and early 19th century settlement history
Danforth Road

ASSOCIATIONS AND MEANINGS:

quiet village life and heritage which has been spared some of the contemporary urban pressures

IMPLICATIONS OF CHANGE:

Grafton's village character could be significantly compromised by extensive residential or industrial development if not very sensitively planned. Building above the tree tops (in excess of 4 storeys) would significantly alter the scenic quality of Grafton and compete with the elegant prominence of St. Mary's spire.

NORTHUMBERLAND HILLS

UNIT NO: 43

LOCATION:

Between the Gananaska River Valley (at Port Hope) in the west and the Murray Hills unit at Little Lake in the east. The southern limit of this unit parallels the lake shore at a distance of 2 to 3 km inland and the unit extends north 7 km to the Oak Ridges Moraine.

National Topographic System Maps:

30 M/6

31 D/1

31 C/4

M.N.R. Sheets:

1017 7150 48700

1017 7150 48750

1017 7200 48700

1017 7200 48750

1017 7250 48700

1017 7250 48750

1017 7250 48800

1017 7300 48750

1017 7300 48800

1017 7350 48750

1017 7350 48800

1017 2600 48750

1017 2600 48800

1017 2650 48750

1017 2650 48800

1017 2650 48850

1017 2700 48750

1017 2700 48800

1017 2700 48850

SIZE: 252.0 km²

DESCRIPTION:

The Northumberland Hills unit is characterized by heavily wooded large hills. There are areas of cleared agricultural land throughout although the highest percentage of agricultural activity is in the western portion of the unit north and west of Cobourg. There are numerous crossroad hamlets and



New residential development prominently located on the southern edge of the Northumberland Hills



The staggered drumlins of the Northumberland Hills create an interesting edge to the flat landscapes of the Grafton area

NORTHUMBERLAND HILLS

rural residential severances scattered throughout the unit.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The landscape of this unit is comprised of a field of closely spaced drumlins underlain by a sand plain in the south and a till plain in the north. Former Lake Iroquois shore and bluffs are continuous across the unit and are visible in some areas from Highway 401. This unit is deeply incised by the Shelter Valley Creek and to a lesser extent by Barnum House Creek, Colborne Creek, and Cobourg Brook. Cold Creek which also has its headwaters in this unit flows east, through wetlands north of the Murray Hills unit, to the Trent River.

At the northern extent of the Northumberland Hills the drumlin tops are on average 150 m above lake level and in a few instances rise to 200 m above lake level.

FOREST COVER

The area is wooded with forests, woodlots, hedgerows and conifer plantations. There are small areas of apple orchard as well.

The native trees are of a mixed upland coniferous and deciduous species with a significant white pine component.

SIGNIFICANT NATURAL AREAS

- Middle Shelter Valley Creek

CULTURAL HERITAGE:

LAND USE

- 98% Agricultural and Woodland
- 2% Hamlet and Rural Residential

FEATURES

- apple orchards
- small mixed farms
- heritage structures
- former tobacco farms
- Vernonville Church and general store
- Ball's Mill
- villages and hamlets:
Baltimore, Creighton Heights, The Gully, Precious Corners, Eddystone, Vernonville, Tubbs Corners, Greenley's Corners, Purdy Corners, Edville, Shiloh, Dundonald

SCENIC RESOURCES:

CHARACTER

The Northumberland Hills are a dramatic landscape with a multitude of short and long views over farms and woodlands. The fields form a pattern of small enclosures. The road pattern in this unit is based on the typical southern Ontario grid survey, however many roads deviate from this pattern to avoid topographic obstacles or trace diagonal paths following old trails and short cuts. Other roads end at "T" and "L" intersections where a through road was not required. This slightly eccentric road pattern contributes to the interest of exploring the Northumberland Hills. The farmsteads are generally small and many of the barns and houses are old reflecting the agricultural capability of the land. The Northumberland Hills speak of older farming practices and a quiet rural life.

VIEWS

Within the unit the bold and yet complex landform patterns and woodlands create a diversity of short and long views and scenes. Many of the hilltops provide opportunities to see out over the lake and east and west for great distances.

LANDMARKS

The best known built landmark is the "Big Apple" restaurant and hockey museum on Highway 401 at Exit 497 north of Colborne.

INTERPRETIVE POTENTIAL:

Shelter Valley Creek offers opportunity for natural area interpretation including prairie species and a provincially significant life science ANSI, 9 km inland from shore. Shelter Valley Creek is also significant trout migration route and spawning ground. Heritage agricultural patterns including tobacco farming and contemporary mixed farming and apple growing may be interpreted. There are opportunities for interpretation of physiographic features and glacial processes.

ASSOCIATIONS AND MEANINGS:

- agricultural hinterland
- past timber harvesting (white pine)
- apple growing

IMPLICATIONS OF CHANGE:

Large scale building or land development, although possible, does not present a probable threat in the foreseeable future. Straight linear infrastructure elements such as the current

NORTHUMBERLAND HILLS

Ontario Hydro tower line have a dramatic visual impact in this landscape. Residential severances are changing the character of the landscape as is the growing in of old fields as agriculture becomes less viable. Communication towers and hilltop houses are becoming more prominent in the landscape.

COLBORNE

UNIT NO: 44

LOCATION:

3 km inland from the shore on Highway 2, 135 km east of Toronto and 27 km west of Trenton.

National Topographic System Map:
31 C/4

M.N.R. Sheet: 10 18 2650 48750

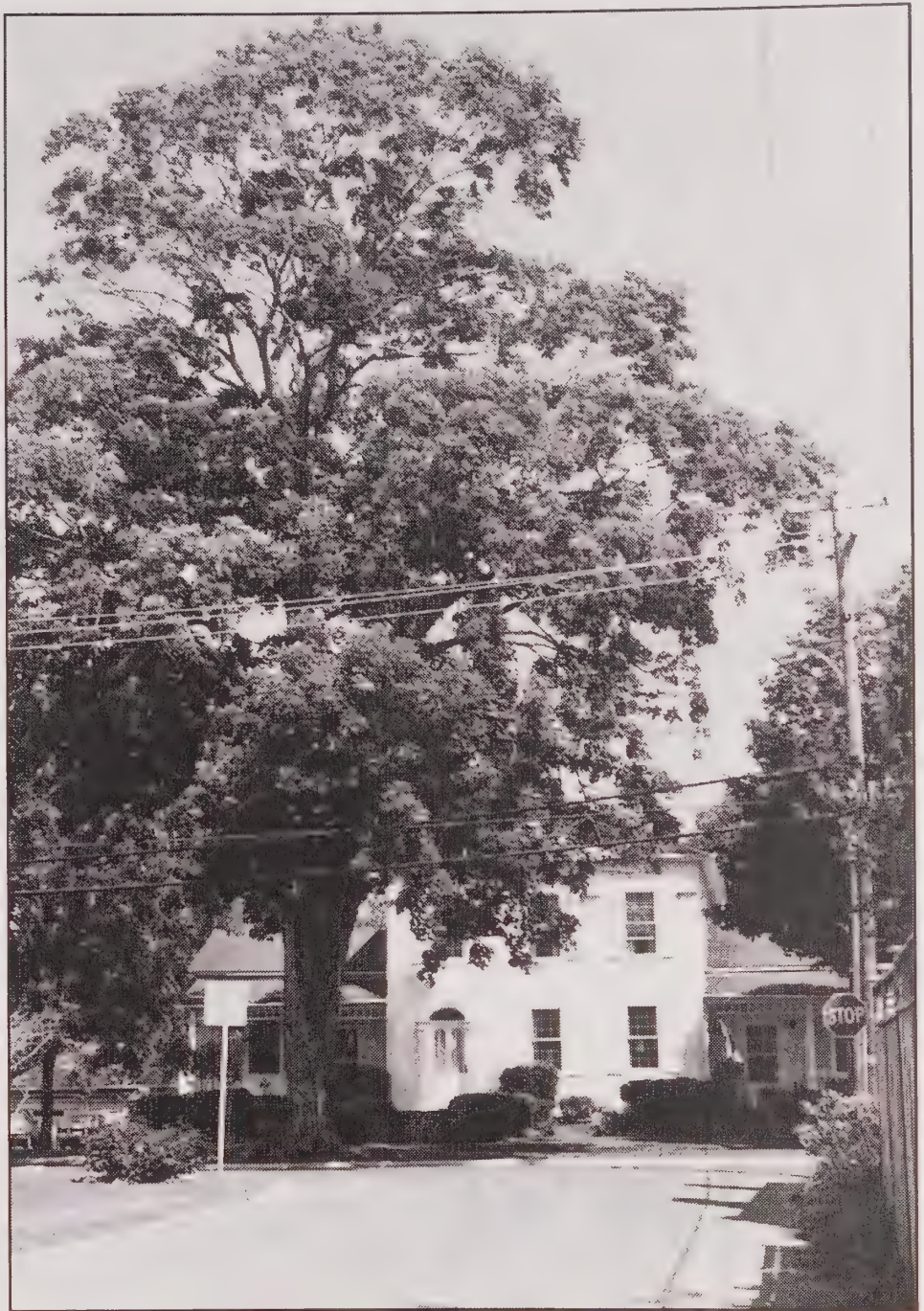
SIZE: 2.25 km²

DESCRIPTION:

Colborne is a small town on Highway 2 with a unique and arresting plan. Upon entering the town from the west the highway bends first to the south past the town square (Victoria Park) and then turns sharply east as a very wide (in excess of 35 m) main street lined with 2 and 3 storey commercial buildings. This unusual (in southern Ontario) plan is attributable to the town's founding by the United Empire Loyalist Joseph Keeler in the late 18th century, and Aaron Greeley, an American surveyor whom he summoned to lay out a town site.

Colborne's original name was Keeler's Tavern but was changed in honour of Sir John Colborne who was Lieutenant-Governor of Upper Canada from 1828 to 1836. Colborne was a very prosperous town in the 19th century with inns, brick works, various mills, a distillery, and a port and shipyard where schooners were built on the shore at Lakeport (known as Keeler's Wharf).

Colborne is currently a viable, although not rapidly growing, small town deriving much of its economic well-being from tourism, the cement



A residential neighbourhood in Colborne

quarry to the south, and orchards and apple processing in the surrounding area.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Colborne is on a till moraine on the Lake Iroquois sand plain. There is relatively little topographic relief in the town with the exception of its northern portion

COLBORNE

which is on the slope of the southern edge of the Northumberland Hills drumlin field.

Colborne's elevation is approximately 30 metres above lake level.

FOREST COVER

Colborne is treed with a mix of native and exotic horticultural coniferous and deciduous plants. The indigenous trees in the unit are typical of the surrounding countryside (maple, ash, and white cedar). Although Colborne is in an area of significant woodlands, the town itself is not heavily treed.

SIGNIFICANT NATURAL AREAS

There are no significant areas in the town.

CULTURAL HERITAGE:

LAND USE

primarily residential with supporting commercial and institutional properties, including a town park and community centre.

FEATURES

several heritage sites and buildings including:

- Victoria Park
- Joseph Keeler House
- Steele House
- Presbyterian Church
- Trinity Anglican Church
- Webb House
- Registry Office



Mainstreet commercial area of Colborne

COLBORNE

SCENIC RESOURCES:

CHARACTER

Colborne retains the charm of a small southern Ontario town with an interesting and balanced mix of new and old. It is a thriving and up to date municipality which has retained much of its heritage ambience in a natural and uncontrived manner.

VIEWS

Colborne has many picturesque scenes and views resulting from its mature trees and heritage character. From the south of town there are long views over the Brighton Shore landscape unit toward the lake. Looking to the north and west the Northumberland Hills provide a sense of sheltering enclosure.

INTERPRETIVE POTENTIAL:

The unusual town plan, United Empire Loyalist settlement, and 19th century industrial development are interpretive

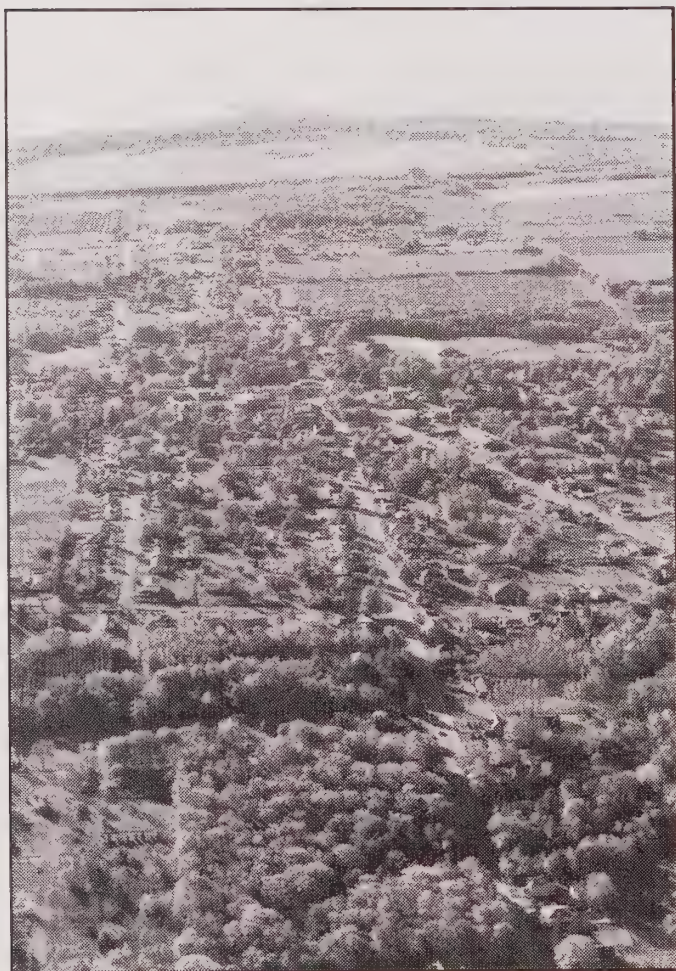
subjects offered by Colborne.

ASSOCIATIONS AND MEANINGS:

settlement history, heritage domestic architecture, American influence and apple farming and processing.

IMPLICATIONS OF CHANGE:

New construction and development if not sensitively undertaken could significantly alter the character of Colborne particularly in the downtown commercial area and near Victoria Park. Throughout the town development in excess of four stories would be out of character.



Colborne looking south to the Lake

BRIGHTON SHORE

UNIT NO: 45

LOCATION:

Shoreline unit in Northumberland County between Colborne and Presqu'ile and inland to Trenton.

National Topographic System Maps:
30 N/13
31 C/4

M.N.R. Sheets: 10 18 2700 48750
10 18 2750 48750
10 18 2800 48750
10 18 2850 48750
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SIZE: 80 km²

DESCRIPTION:

This unit is defined by its physiographic, topographic and woodland characteristics. It is a relatively flat area between the leading edge of the hills to the north and the lake shore. This is a rural unit which is predominantly agricultural with a significant orchard component. The Brighton shore unit is dotted with small roadside residential communities, and single scattered residential severances. This is particularly evident along the roads south of Brighton. There are contemporary residential subdivisions on the shore west of Presqu'ile.

There are significant wetland areas in the west of the unit.

The majority of the lands are privately held and thus shore access opportunities for the general public are limited. Salem, Victoria Beach, and Spencer Point are small named



View from an old shoreline of the flat landform of the Brighton shore



This photo shows the dense forest cover of the Brighton shore, the interesting pattern of small fields and large woodlots, and a quarry in the foreground

BRIGHTON SHORE

settlement areas in the unit and the town of Brighton (separately described) is at the northern edge of the unit midway along its length.

SHORE CHARACTER:

The shore is low lying with no significant bluffs. Beaches are sandy, sand and pebble or cobble. There are a number of shoreline wetlands at the mouths of the small creeks which drain the western portion of the unit. There is no significant shore armouring in this unit.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is flat to very gently undulating. Elevations rise from lake level to 25 metres above lake level along the northern edge of the unit (in the north/east near Trenton) elevations are somewhat higher as this unit projects north on the Mayhew Creek Valley into the Murray Hills. The unit lies entirely on the Lake Iroquois sand plain.

FOREST COVER

Approximately 20% of the unit is forested with primarily wetland forest. There is also a significant orchard component. Predominant native trees include yellow birch, soft maple, red ash, white cedar and poplar. There are some smaller pockets of sugar maple, red oak and beech. Much of the forest is young. Roadside tree plantings are not characteristic throughout the unit.

SIGNIFICANT NATURAL AREAS

- Loughbreeze Creek
- Salem Creek Woods
- Salem Corners Swamp
- Spencer Point Creek Wetland and Woodlot
- Hunt and Beach Road Wetland
- Butler Creek
- Stewart Road - Willow Point Woods
- Swing Bridge Woods
- Dead Creek Escarpment Woods and Alvar
- Wooler Road Woods

CULTURAL HERITAGE:

LAND USE

- 30% natural areas
- 68% agricultural
- 2% residential

FEATURES

- CNR
- CPR

- Highway 2 (Danforth Road)
- Salem community
- Victoria Beach community and beach
- Spencer Point community and beach
- York community
- The White House (on Highway 2 west of Brighton)
- Miller's house (Salem)
- Salem United Church

SCENIC RESOURCES:

CHARACTER

The predominant visual impression is one of a rural, agricultural setting. There is a balanced mix of low wet woodland, and fields and orchards. The gently rolling topography and wooded areas break the unit into intermediate sized view sheds. There is not strong evidence of the survey pattern communicated by continuous lines of roadside or fence bottom trees.

VIEWS

There are many short and medium distance views within the unit with frequent glimpses of the lake from the shore road.

There are opportunities for long views from the unit, either to the drumlin field to the north, or over the lake from the shore edge of the unit. There is no high point in this unit to provide a superior position which would afford dramatic or panoramic views.

From the higher land to the north, this unit spreads as a mosaic of fields, orchards, woods and wetlands, to the shore. From the water it appears as a line of trees in front of the distant drumlins north of Highway 2. There are some open fields and partial views to farm buildings and residences.

INTERPRETIVE POTENTIAL:

There is significant wetland interpretive potential. The orchard areas offer opportunities for interpretation of a long standing agricultural economy in this area.

ASSOCIATIONS AND MEANINGS:

- old area of mixed agriculture
- apple growing and processing
- late 18th century and early 19th century United Empire Loyalist settlement
- early and mid 19th century shipping and commerce
- York-Kingston military road (Danforth Road/Highway 2)

BRIGHTON SHORE

IMPLICATIONS OF CHANGE:

Since most of the land in this unit is private, or is low intensive agricultural use, development for residential and other uses is quite possible as demand increases. There is land subdivision for residential development west of Presqu'île. Although the area has the capacity to absorb some degree of development if sensitively executed, a major influx of rural and recreational residential would ultimately change the character of the unit.

As the shore area is more sensitive to change, in visual terms, than the inland areas, shore line development will change the unit's character most significantly, particularly as seen from the water. Structures in excess of 10-12 m height will, in most cases have significant visual impact.



One of the many roadside stands along Highway # 2

BRIGHTON

UNIT NO: 46

LOCATION:

Inland 3 km and 15 km west of Trenton at the junction of Highway 2 and Highway 30.

National Topographic System Map:
31 C/4

M.N.R. Sheets: 10 18 2800 48750
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10 18 2800 48800
10 18 2750 48800

SIZE: 2.5 km²

DESCRIPTION:

Brighton is a town of 4,100 population in Northumberland County. It is the hub of the apple growing and processing region. Founded in the early 19th century, Brighton originally prospered as a coach stop between Kingston and York and eventually developed into a summer resort town due to its proximity to the Presqu'île peninsula. Highway 2 still passes through the downtown area with an interesting jog in its alignment. Brighton has numerous examples of heritage domestic and other architecture including the popular Proctor House Museum.

Brighton is currently a busy town serving tourists to the area and playing a major role in the festivals associated with the apple industry.



Proctor House Museum in Brighton



The townscape of the north side of Brighton with Proctor House in the centre of the photo

BRIGHTON

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

Brighton is on the Lake Iroquois sand plain at the western end of the kame moraine which extends eastward to Trenton. The town is mildly hilly as it is situated on the line dividing the flat shore unit to the south from the Murray Hills to the north.

Brighton's elevation is approximately 25 m above lake level. Butler Creek flows in a very shallow valley on the western edge of town.

FOREST COVER

Brighton is treed with a mix of native and exotic horticultural coniferous and deciduous plants. The indigenous trees in the unit are typical of the surrounding countryside (maple, ash, white cedar) although there are significant woodlands north of Brighton, the town itself is not heavily treed.

SIGNIFICANT NATURAL AREAS

There are no significant natural areas noted in the town.

CULTURAL HERITAGE:

LAND USE

Primarily residential with supporting commercial, industrial and institutional properties, including King Edward Park and arena.

FEATURES

- King Edward Park
- Proctor Conservation Area
- numerous heritage structures including:
- Proctor House Museum
- Bettes house
- The Wade Block (commercial)
- 22 Napoleon Street
- 44 Division Street
- Wm. Butler house
- Trinity - St. Andrew's United Church

SCENIC RESOURCES:

CHARACTER

Brighton retains the charm of a small southern Ontario town with an interesting and balanced mix of new and old. It is a thriving and up to date municipality which has retained much of its heritage ambience in a natural and uncontrived manner.

VIEWS

Brighton has many picturesque scenes and views resulting from its mature trees and heritage character. From the south of town there are long views toward the lake and the Presqu'ile Peninsula. Looking to the north and east the Murray Hills provide a sense of sheltering enclosure.

Significant views may be enjoyed from the Proctor Conservation Area.

INTERPRETIVE POTENTIAL:

Heritage architecture, local history, and the apple based economy are interpretive subjects offered by Brighton.

ASSOCIATIONS AND MEANINGS:

- settlement history
- heritage domestic architecture
- early tourism
- apple farming and processing

IMPLICATIONS OF CHANGE:

Due to its size and mixed age building stock the town does have the capacity to absorb new development. New construction and development if not sensitively undertaken could significantly alter the character of Brighton. Throughout the town development in excess of four stories would be out of character.

PRESQU'ILE

UNIT NO: 47

LOCATION:

The peninsula projecting into Lake Ontario, south of Brighton, defining Popham and Presqu'ile Bays.

National Topographic System Maps:
31 C/4
30 N/13

M.N.R. Sheets: 10 18 2750 48750
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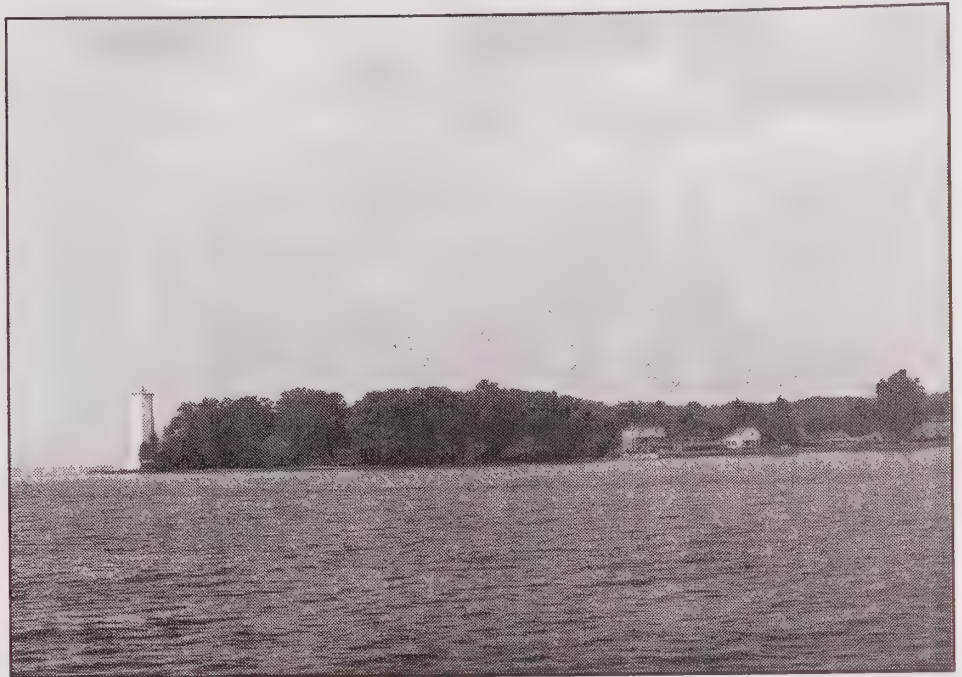
SIZE: 10 km²

DESCRIPTION:

Most of this unit is comprised of Presqu'ile Provincial Park. It is a sand bar and wetland landform with some of the largest and finest sand beaches in the Ontario Provincial Park system. In addition to its natural areas and beaches there are extensive campgrounds in the park.

In 1787 Presqu'ile was part of a large tract of land ceded to the British by the Mississauga Indians under the treaty signed at Carrying Place. In the early 1800's the peninsula was designated as the site of Newcastle - a town planned to be the capital of Durham and Northumberland Counties. After the "Speedy", (a schooner carrying government officials and other notable citizens) was lost without a trace in 1804 off High Bluff Island the capital was moved to Cobourg which had a safer harbour

The peninsula is not entirely within the park and there are some private residential properties on the east shore.



Presqu'ile Point Lighthouse at the entrance to Presqu'ile Bay



A portion of the ridge and trough landform of Presqu'ile Peninsula

PRESQU'ILE

SHORE CHARACTER:

The west shore along Popham Bay is a wide, 2 km long, sand beach. In general the shore is low lying with no bluff areas. Some beaches are cobble. Access to the shore throughout the park is possible, while private land holdings on most of the east side limit access.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is relatively flat with low ridge formations of shore dunes and multiple sand bars. Underlying much of the sand dune and bar complex is a limestone plain. Overlying the sand on the east side are numerous coastal wetlands and muck deposits. Most of Presqu'ile is less than 5.0 m above lake level.

FOREST COVER

Presqu'ile is a natural environment park and is heavily wooded with deciduous and coniferous forest. There are numerous forbes of provincial and regional significance.

WILDLIFE

Presqu'ile is an area rich in rare and migratory bird species. It is also the route of significant monarch butterfly migrations.

SIGNIFICANT NATURAL AREAS

- Presqu'ile Provincial park
- Presqu'ile Bay wetland

CULTURAL HERITAGE:

LAND USE

- 95% park and natural area
- 5% park infrastructure and private residential

FEATURES

- Presqu'ile Point lighthouse
- Lot 10 log house
- cairn commemorating area's first settler (United Empire Loyalist, Obediah Simpson 1786)

SCENIC RESOURCES:

CHARACTER

The complex of sand bars, marshes, dunes and forests make Presqu'ile a unique environment on the Lake Ontario shore. The character is one of natural environment with evidence of past and current habitation. On the east shore the character is of a typical

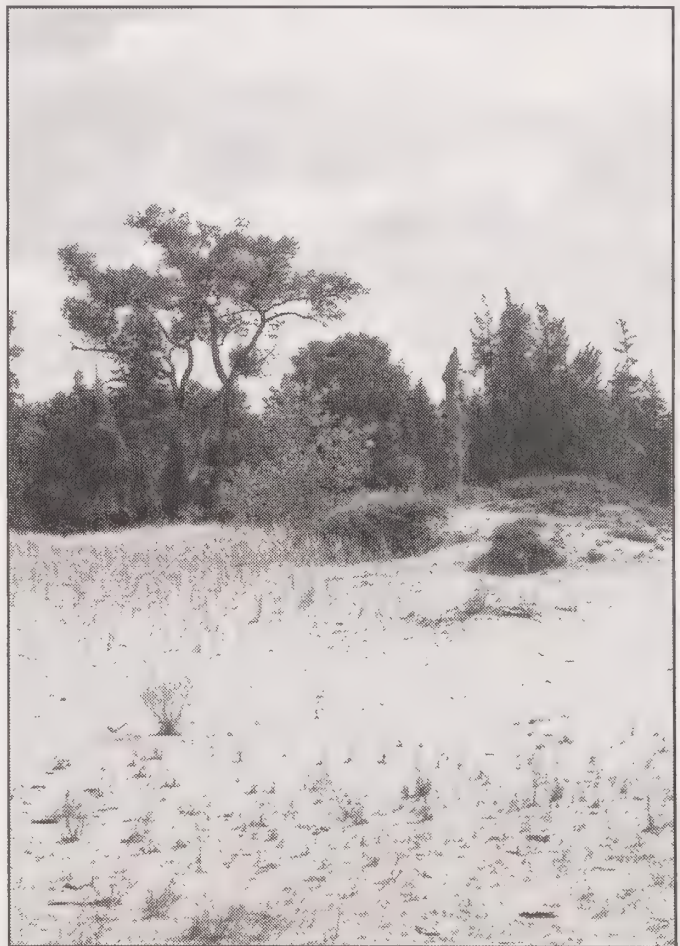
residential/cottage community.

VIEWS

Internally there are numerous opportunities to observe the natural environment. Of particular interest is the scenery observable from the walks and trails in and around the marsh area on the east side of the peninsula. From the west shore there are infinite opportunities to look out over the lake, and from the north east shore at Calf Pasture Point one can see north across the bay to the mainland shore with its wetlands and the village of Gosport. From the point, marked by the historic lighthouse, one can see across the water to Weller's Bay and Prince Edward County.

LANDMARKS

- Presqu'ile Point Lighthouse (particularly as seen from the lake)



Dune landscape in Presqu'ile Provincial Park

PRESQU'ILE

INTERPRETIVE POTENTIAL:

Presqu'ile is rich in opportunities for natural system interpretation - coastal sand bar formation and associated plant, marsh and avian populations. The story of the area's Loyalist settlement, early 19th century government, and the perils (Speedy) of lake travel may be interpreted.

ASSOCIATIONS AND MEANINGS:

- early settlement history and agriculture
- richness of natural heritage
- contemporary recreational camping, swimming trail hiking

IMPLICATIONS OF CHANGE:

The prime threat to the unit's integrity arises from the impact on the dunes and associated natural systems from recreational use. Provincial Park management practices are attempting to obviate this threat.

MURRAY CANAL

UNIT NO: 48

LOCATION:

The Murray Canal runs eastward from Presqu'ile Bay at Carley Point to the Bay of Quinte at Twelve O'clock Point. This landscape unit includes not only the canal but also the wetland areas flanking it on either side including the area along the north shore of Presqu'ile Bay and the low lying area on the north shore of the Bay of Quinte west of Trenton. This unit is in south Murray Township in Northumberland County.

National Topographic System Map:
31 C/14

M.N.R. Sheets: 10 18 2800 48750
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10 18 2900 48800

SIZE: 22 km²

DESCRIPTION:

The canal, which is currently heavily used by recreational boat traffic, was opened after 6 years of construction in 1890 to accommodate freight barges wishing to avoid the longer and more perilous trip around the Prince Edward Peninsula. It was by the construction of the canal that Prince Edward County became an island. The canal is perfectly straight and is lined with cut limestone walls and rip-rap. On either side, roads parallel the canal bank. The road on the north side is continuous while the road on the south is open only in sections.

This unit is covered with extensive marshes and wooded wetlands. There is considerable year round residential and cottage development



The Murray Canal crossing through Dead Creek Marsh



Entrance to the Murray Canal from the Bay of Quinte

MURRAY CANAL

concentrated at Gosport in the west and Twelve O'clock Point in the east, and scattered throughout.

Gosport has a significant pleasure boat harbour, marina and beach, while the waterfront at Twelve O'clock Point is lined by private docks and slips. Along the shore area near Trenton there is extensive shore residential development between Highway 33 and the water. Highway 33 (Loyalist Parkway) crosses the canal at Twelve O'clock Point before continuing south into Prince Edward County. The canal is also crossed near its western end by the shore road, at the hamlet of Lovett on its way to Gardenville in the Carrying Place unit. A little used CNR line crosses the canal at a point .5 km west of Highway 33. Due to its low wet nature there is little agricultural activity of consequence in this unit.

SHORE CHARACTER:

The shore at either end of the unit is low lying and in many cases marshy. There are no bluffs and sand beaches are limited in extent.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The unit is a flat low lying area rarely rising to 5 m above lake level. Physiographically the Murray Canal unit lies on a sand plain for most of its extent although the south west portion is on the Prince Edward County limestone plain, and the eastern panhandle toward Trenton is a clay plain. An interesting feature is the low (5-10 m) escarpment which defines the northern edge of the unit along Dead Creek near Trenton.

FOREST COVER

Woodland covers approximately 60% of this unit and consists primarily of deciduous wetland communities. There are some areas of upland maple-beech-hemlock forest. The coniferous component in addition to hemlock contains white cedar and red cedar. It is in this unit where one notices the change from white cedar which is common along the lake shore west to Burlington and red cedar which is more common eastward but is found only occasionally in the west.

SIGNIFICANT NATURAL AREAS

- Presqu'île Bay Wetland
- Carley Point Woods
- Swing Bridge Woods
- Boat Harbour
- Smithfield Creek wetland
- Lovett Swamp

- Barcovan Swamp
- Carrying Place Woods
- Dead Creek Marsh
- Dead Creek Escarpment
- Twelve O'clock Marsh

CULTURAL HERITAGE:

LAND USE

- primarily natural area with 5% residential and 20% agriculture
- two golf courses south of the canal.

FEATURES

- Murray Canal and Swing Bridges
- Loyalist Parkway (Highway 33)
- CNR line
- Hamlets and villages:
- Gosport
- Twelve O'clock Point
- Lovett
- Carley Point
- Stoney Point
- Shoal Point

SCENIC RESOURCES:

CHARACTER

The unit is flat with little topographic relief except the Dead Creek Escarpment. The landscape is a tapestry of woodland, marsh, meadow and old field with roadside and hamlet clusters of residential settlement. There are infrequent structures of heritage interest. The Murray Canal with its associated limestone walls and swing bridges is the prime cultural landscape element of outstanding interest.

VIEWS

There are many picturesque short and medium distance views within the unit particularly across the extensive marsh areas. There are long views down the length of the canal from the bridges, the canal banks, and craft navigating the water. The canal bank roads offer constant opportunities to view the canal and observe the passing boat traffic. From either end of the Murray Canal the observer can look over bay waters with shore wetlands to the west and Trenton and the Trenton Air Force Base to the east.

LANDMARKS

The significant landmarks in this unit are best appreciated by those travelling on the water. They are the swing

MURRAY CANAL

bridges which act as milestones along the Murray Canal, the village of Gosport seen at the head of the navigation channel in Presqu'ile Bay, and the concrete abutments which define the ends of the canal in Presqu'ile Bay and the Bay of Quinte.

private residential construction, agriculture, and woodland cutting. There is a proposal to develop a large retirement community near the Carrying Place Woods natural area.

INTERPRETIVE POTENTIAL:

The canal structures offer opportunities for interpretation of 19th century engineering and shipping. There are substantial opportunities for natural area interpretation.

ASSOCIATIONS AND MEANINGS:

- heritage navigation route
- wetlands
- gateway to Prince Edward County

IMPLICATIONS OF CHANGE:

Significant wetlands and other natural areas are susceptible to encroachment and possible degradation from pressure for



Remnants of historic crossings of the Murray Canal

CARRYING PLACE

UNIT NO: 49

LOCATION:

The Carrying Place unit is immediately south east of the Murray Canal unit, extending from Weller's Bay to the Bay of Quinte and straddling the boundary of Northumberland and Prince Edward Counties. Part of this unit is the archipelago of islands owned by the Department of National Defence, defining the west side of Weller's Bay - Bald Head Island, Bald Island and Fox Island.

National Topographic System Map:
31 C/14

M.N.R. Sheets: 10 18 2900 48750
10 18 2900 48800

SIZE: 16 km²

DESCRIPTION:

The Carrying Place unit is named for its present principal community. Carrying Place refers to the portage route and trail which became the present Carrying Place Road. This relatively low flat area of land had been used by the Mississauga Indians before white settlement, and the road is therefore considered to be the oldest continuously travelled route in southern Ontario (in excess of 1,000 years). European settlement had occurred at the Carrying Place by the late 19th century, and prior to the construction of the Murray Canal, boats were hauled across the isthmus on rollers.

There are presently a number of heritage houses, dating from the early 19th century, along the road, and a reconstruction of Fort Kente (1813)



A reconstructed block house of Fort Kente, west of Carrying Place

stands at the west end of the portage on the shore of Young Cove overlooking Weller's Bay.

It was here that the Indians signed the Gunshot Treaty, ceding the land as far west as Toronto to the Crown.

CARRYING PLACE

SHORE CHARACTER:

Much of the shore is approachable although it is extensively marshy. The dry portions of the shore line are privately held in residential lots at Gardenville on Weller's Bay and on the south shore at the head of the Bay of Quinte. The Weller's Bay Islands have sand and pebble beaches.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The Carrying Place is flat and low lying. At its highest point the isthmus is 5 m above lake level and the majority is lower. Physiographically the unit is in the Prince Edward County limestone plain. The Weller's Bay Islands are a long and narrow (50 m) coastal sand spit formation.

FOREST COVER

Approximately 35% of the unit is wooded in an often

geometric pattern reflecting land division typical of the north western parts of Prince Edward County. Species were deciduous hardwoods including oak, maple, poplar and ash. Red cedar constitutes much of the coniferous component in this unit. Portions of the Carrying Place road are lined with large old sugar maples formally planted. The Weller's Bay Islands are wooded with white birch, trembling aspen and elm.

SIGNIFICANT NATURAL AREAS

- Weller's Bay/Bald Head Island
- Young Cove

CULTURAL HERITAGE:

LAND USE

- 20% residential/recreational
- 60% agricultural
- 20% natural areas/wetland



The heritage Young House

CARRYING PLACE

FEATURES

- Carrying Place portage route
- Carrying Place community
- Gardenville community
- Barcovan Beach community
- Fort Kente
- heritage houses including:
 - Robert Young House
 - Weller House

presently a community of significant size planned for the historic Young Cove area which is a recognized natural area owned by development interests.

SCENIC RESOURCES:

CHARACTER

The character of this unit focuses on the straight and level Carrying Place Road. For the most part this unit is dry in contrast to the wetter Murray Canal unit to the north. The woodlots are in blocks, and lines of trees follow farm fence bottoms and road rights-of-way. As the unit is generally level and in many places actively farmed, the pattern of land division is apparent. There is a sense of openness.

VIEWS

Within the unit views are over fields to woodlots and treed fence lines. The relatively open though interesting landscape is dotted with houses and small barns. There are attractive views over the Bay of Quinte and Weller's Bay. Views from Gardenville offer opportunities to observe the sun setting beyond the Weller's Bay islands in the fall and winter months. The view along the Carrying Place road to Fort Kente and Young Cove is particularly compelling.

LANDMARKS

- Fort Kente

INTERPRETIVE POTENTIAL:

Historic interpretation of early relations between natives and England, War of 1812 at Fort Kente, and portage are possible. Young house offer opportunity for interpretation of first farmstead and significant dwelling.

ASSOCIATIONS AND MEANINGS:

early settlement history, possibility that LaSalle and Champlain used the portage in the 1600's

IMPLICATIONS OF CHANGE:

Due to its flat and relatively open nature, and its historic character, this unit is sensitive to development. There is

TRENTON

UNIT NO: 50

LOCATION:

On both banks of the Trent River, at its mouth on the north shore of the Bay of Quinte.

National Topographic System Map:
31 C/4

M.N.R. Sheets: 10 18 2900 48800
10 18 2900 48850
10 18 2950 48850

SIZE: 16 km²

DESCRIPTION:

Trenton is a small city (population 16,100). It is a thriving and complete community with an industrial base, tourism, and the very significant Trenton Air Force Base and military community. The city lies in the river valley, extends to the hills in the north and west, and eastward on the flat land on the north shore of the Bay of Quinte where the air field and related military facilities are situated. Lock 1 of the Trent Canal is within the unit.

The City of Trenton is in Hastings County while the community of Trenton Junction which is in the north west corner of the unit is in Northumberland County. Trenton is of more recent vintage than the towns and villages to the west in Northumberland County. Trenton had its birth as a lumber milling town.

As there was no bridge across the Trent River until 1833, coach traffic between York and Kingston bypassed the area through Prince Edward County to the south. After the construction of the bridge Trenton prospered during the lumber boom.



A view north along the Trent Severn Waterway from Mt. Pelion lookout tower



Downtown Trenton and its new transit marina from the water

TRENTON

Later Trenton was the site of a munitions factory which was destroyed in a devastating fire and explosion in October 1918.

Today Trenton is an attraction for boaters due to its water access and its position at the beginning of the Trent Severn Waterway. There are 3 rail bridges, 2 road bridges, and a dam across the river at Trenton.

SHORE CHARACTER:

The shore is low lying and varied with beach, marsh and armouring. There are no significant bluffs.

NATURAL HERITAGE:

TOPOGRAPHY/PHYSIOGRAPHY

The majority of Trenton is flat and low lying. Two noteworthy exceptions are Mt. Pelion (150 m above lake level) and the Trenton Escarpment which is an eastward extension of the 12 m high limestone ridge known as the Dead Creek Escarpment.

The southern part of Trenton is on a clay plain, while the northern part of the City is on the Lake Iroquois sand plain. Mt. Pelion is a drumlin on the eastern end of the Trenton moraine.

FOREST COVER

Trenton as an urban area has little forest cover other than that attributable to horticultural and landscape plantings which are a mix of native and exotic coniferous and deciduous species.

SIGNIFICANT NATURAL AREAS

- Trenton Escarpment Conservation Area Centennial Park wetlands
- Trenton Greenbelt Conservation Area (riverbank)

CULTURAL HERITAGE:

LAND USE

- 20% residential
- 15% industrial
- 15% recreational and natural open space
- 50% military base and airport

FEATURES

- bridges*
- dam
- Trent Canal Lock #1
- Mt. Pelion lookout tower

- C.F.B. Trenton
- harbour and marina
- Centennial Park
- Bain Park
- Dufferin Park
- Hannah Park
- Stanley Heights Park
- Queen Elizabeth Park
- examples of heritage architecture including:
- St. George's Church
- St. Peter's Church
- Canterbury Hall
- Old Town Hall/Marketplace
- Taylor Block
- City hall Clock Tower
- Hawley House (72 Byron Street)
- Gilmour House (22 McGill St.)
- 1920's silent movie studio site.

*of particular note is the Dundas Street (Highway 2) bridge which is of recent vintage and the largest vehicular/pedestrian bridge in the world to be slid into place after its construction.

SCENIC RESOURCES:

CHARACTER

Although Trenton has much of the character typical of southern Ontario towns and small cities - tree lined streets, quiet residential areas, and older commercial main street - it is unique because of its site straddling the Trent River which is a dominant feature.

VIEWS

Trenton is best seen from the Bay of Quinte. From here the city presents itself as a picturesque and welcoming harbour at the abrupt eastern end of the wooded Murray Hills. On the eastern side of the river the structures of C.F.B. Trenton are prominent along the shore.

Trenton's skyline is treed from this vantage point with one notable exception. That exception is the incongruous sight of a tall apartment block which punctuates the skyline on a height of land on the west side of town. Church spires also punctuate the skyline.

Perhaps the most notable vantage for viewing along the shore is the lookout tower at the top of Mount Pelion. From this point there is a 360 view for great distances over Trenton, the Bay of Quinte, the Murray Hills, the Trent River Valley and eastward into Hastings County. There are numerous views over the water from the Trenton waterfront and from Highway 33 as one travels

TRENTON

south and west toward the Murray Canal area.

LANDMARKS

- church spires
- water tower
- Mt. Pelion lookout tower
- air base structures
- City Hall tower
- apartment building on west side of town

INTERPRETIVE POTENTIAL:

There are numerous and diverse opportunities for interpretation in Trenton. Some are:

- Trent Canal
- Dundas Street bridge engineering
- lumber milling history
- Canadian film making history

- Trent River and Trenton Escarpment natural areas.
- Trenton explosion and fire.

ASSOCIATIONS AND MEANINGS:

- military
- inland navigation
- contemporary food and fruit juice processing area
- tourism/aquatic recreation

IMPLICATIONS OF CHANGE:

The most significant threat seems to be to the visual landscape by the erection of tall incongruous structures. There are some wonderful opportunities to redevelop shoreline properties particularly in the downtown area. The mass and bulk of new development should be in scale with adjacent residential and commercial areas.



Downtown Trenton at the mouth of the Trent Severn with the Murray Hills in the distance

TRENT RIVER VALLEY

UNIT NO: 51

LOCATION:

North of Trenton to Frankford in the Trent River Valley

National Topographic System Map:
31 C/4

M.N.R. Sheets: 10 18 2900 48850
10 18 2900 48900
10 18 2900 48950

SIZE: 15 km²

DESCRIPTION:

The Trent River Valley Unit is comprised of the flat lands on either side of the Trent River extending north from the built up area of Trenton to the town of Frankford. Within this unit are the villages of Batawa, and Glen Miller. On the west side the boundary of this unit meets the base of the Murray Hills.

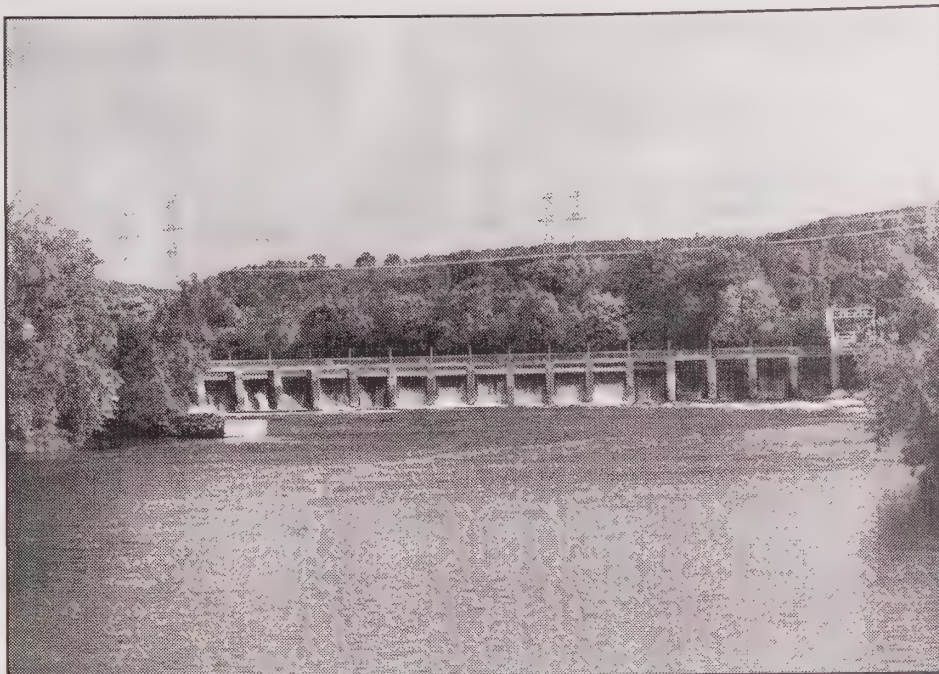
NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

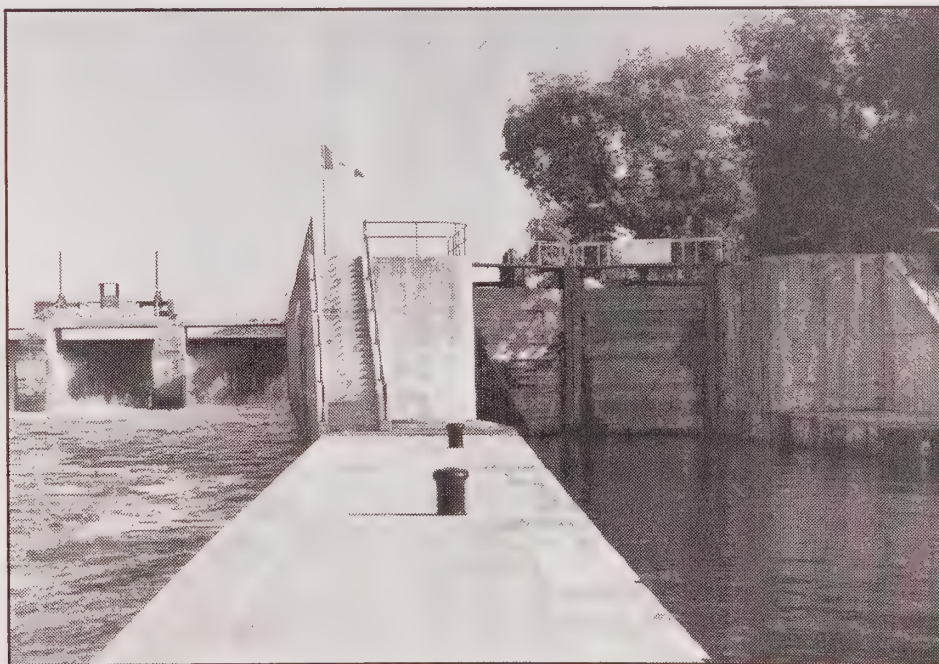
The unit is a relatively flat floodplain paralleling the gradient of the river on either side. Physiographically this unit is in the clay plain of the Trent River basin. There is the occasional small drumlin in the unit on the west side of the river.

FOREST COVER

The Trent River Valley unit is near the eastern extent of the Murray Hills forest unit. Forest cover is substantial particularly on the west side of the river south of Batawa and on the east side of the river in the Glen Miller area. Among the



Water control structures along the Trent-Severn make a significant visual contribution to this heritage waterway



Lock Number 4 south of Frankford operated by the National Parks Service

TRENT RIVER VALLEY

deciduous hardwoods are many areas containing eastern red cedar. The woodland south of Batawa is a unique oak savannah with red cedar. Other species in the unit are elm, maple and ash.

SIGNIFICANT NATURAL AREAS

- Batawa Oak Woods
- Glen Miller Conservation Area
- Glen Miller Rock

CULTURAL HERITAGE:

LAND USE

- 55% woodland
- 35% open/agricultural
- 5% industrial
- 5% residential

FEATURES

- Trent Canal Locks 2, 3 and 4
- hydro electric generating stations (3)
- Bata shoe factory
- pulp and paper mill
- Glen Miller community
- Batawa company village at shoe factory

SCENIC RESOURCES:

CHARACTER

This unit has a linear character following the Trent River/Canal and Highway 33 north from Trenton. There are scattered residential properties throughout.

This unit engenders a good deal of interest arising from the juxtaposition of scattered houses and open space, with the Bata factory and community, the pulp and paper mill, the canal locks and the hydro electric plants.

Dominating the unit is the Trent River and Canal with its traffic of pleasure craft. There is a strong sense of spatial enclosure when contrasted with the grand scale of the rural units elsewhere on the waterfront.

VIEWS

Most views of interest are confined within the unit. They are of the river and canal with its dam and lock structures and boat traffic.

LANDMARKS

- Hydro power plants and dams
- Bata shoe factory chimney and water tower

INTERPRETIVE POTENTIAL:

The primary interpretive potential is found in the engineering works on the river including the hydro generation and canal and locks.

ASSOCIATIONS AND MEANINGS:

- industrial and transport exploitation of the Trent River.

IMPLICATIONS OF CHANGE:

Pressure for residential and industrial development could alter the unique character of this unit. However it does not appear that this is an imminent threat.

MURRAY HILLS

UNIT NO: 52

LOCATION:

This unit extends north from the Brighton Shore unit (3 km from lakeshore) to the Cold Creek Valley. Its eastern extent is defined by the Trent River Valley and it reaches west to a line coinciding with Little lake, between Colborne and Brighton.

National Topographic System Map:
31 C/4

M.N.R. Sheets: 10 18 2750 48750
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SIZE: 155 km²

DESCRIPTION:

As its name implies this unit is characterized by hilly terrain. It is a rural mixture of farm and forest with scattered hamlets and a discontinuous modified grid road pattern.

NATURAL HERITAGE:

**TOPOGRAPHY/
PHYSIOGRAPHY**

The dominant topographic feature of this unit is its hilly terrain. It is an area of closely spaced drumlins on a till plain with a large esker (oriented north-south) north of Brighton. The south portion of the unit is in the Lake Iroquois sand plain and there is a large area of kame moraine extending eastward from the north of Brighton to Trenton.



One of the many long views from atop the Murray Hills



Part of the Cold Creek wetland complex

MURRAY HILLS

The Lake Iroquois Shore traverses the unit near Highway 401 and is easily visible in many sections, at its best reaching 60 m height. Many of the hillsides fall steeply into small stream valleys draining the unit southward to Lake Ontario and north and eastward to Cold Creek and the Trent River. At points north of Brighton the hill tops are 175 m above lake level. Little Lake which is currently ringed by cottages and campgrounds at the western end of the Murray Hills unit is an interesting feature. Little Lake has very good beaches composed of several strands built from an impounding esker. Little Lake outlets north and then east to the Trent River.

FOREST COVER

Almost 30% of this unit is wooded with upland mixed forest. There is a significant white pine and oak component. There are some areas of apple orchard scattered throughout the unit.

SIGNIFICANT NATURAL AREAS

- Proctor Park Conservation Area (Brighton)
- Brighton Provincial Wildlife Area
- various stream headwaters and wetlands

CULTURAL HERITAGE:

LAND USE

- 40% woodland and wetland natural area
- 60% open and agricultural

FEATURES

- numerous older buildings and residences
- Little Lake Pavilion
- Smithfield Experimental Farm
- Wooler Road
- Mt. Zion community
- Carman community
- Cedar Creek community
- Wade's Corners community
- Cankerville community
- Spring Valley community
- Smithfield community
- Drewrey Hill
- Stockdale Mills

SCENIC RESOURCES:

CHARACTER

The Murray Hills comprise a powerful landscape of large wooded hills with numerous clear farm areas. There are associated valleys and wetlands. The landscape is one of the most dramatic of the inland units on the Greenway.

The road pattern, although based on a grid survey, is

discontinuous in many areas and there are diagonal roads which do not conform to the grid. the road pattern contributes significantly to the interest of the unit.

VIEWS

The Murray Hills are replete with scenic view opportunities in all directions. Of particular note is the series of viewing opportunities in the area 2 km east of the Brighton Wildlife Area and north of Highway 401. From several roadside locations the observer can see north over the Cold Creek Valley and wetlands to the village of Wooler. From other prospects in this vicinity there are long views south to Lake Ontario.

There are numerous shorter distance bucolic views and scenes throughout the unit.

The old mills south of Stockdale are picturesquely situated at the roadside in the Cold Creek Valley.

INTERPRETIVE POTENTIAL:

The Murray Hills unit offers a unique opportunity for interpreting the Lake Iroquois shoreline bluffs. The Smithfield Experimental Farm and the Brighton Provincial Wildlife Area offer other opportunities.

ASSOCIATIONS AND MEANINGS:

- mixed farming
- lumber harvesting

IMPLICATIONS OF CHANGE:

This unit is most sensitive to the construction of tall point and linear elements such as the communication towers which dot the hilltops and the hydro power line corridor which traverses the unit in an east/west direction.

Large residential estates situated on prominent hill tops to exploit the views would disrupt the visual integrity of these characteristic landforms.



W A T E R F R O N T

E X P E R I E N C E S

APPENDIX 2: DISCUSSION GROUP PARTICIPANTS

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